

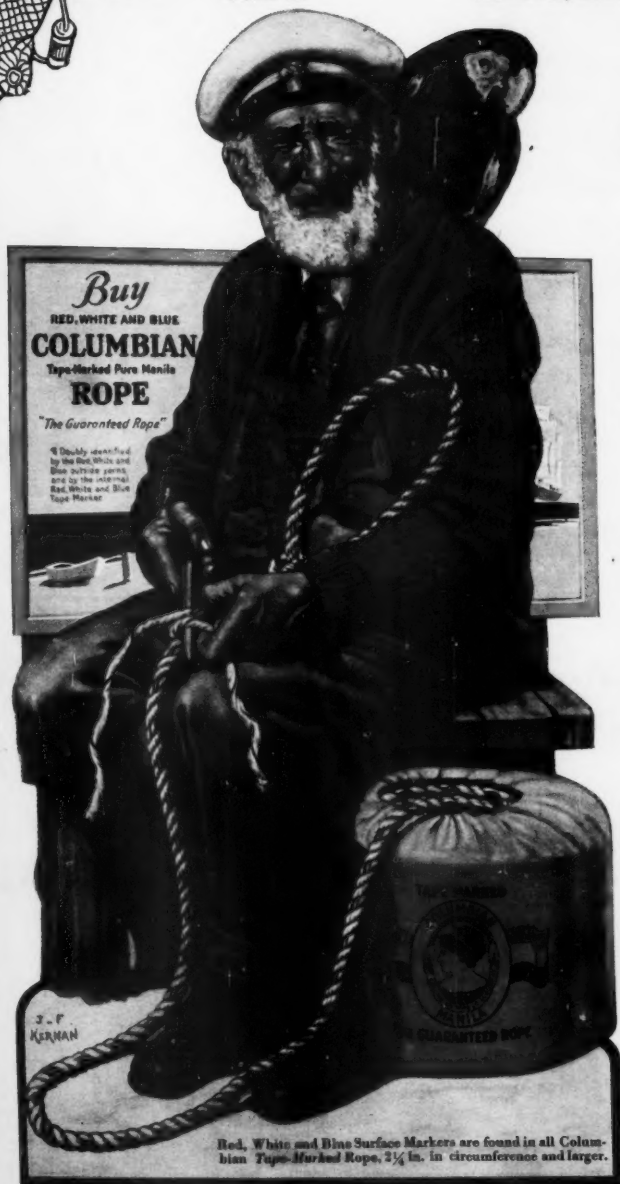
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VOL. X

Registered U. S. Patent Office
MARCH, 1929

No. 2



Cap'n Mark Says:--

"You can depend on what Columbian says about rope—they know what the fishermen need."

"What I like is that all their Rope is Guaranteed and when you know that little Red, White and Blue Marker is in the strand it gives you a mighty comfortable feeling when there's heavy work on."

Each special Columbian line has been brought out to help the fisherman by filling a certain need. This has been accomplished by scientifically treating the rope with recognized preservatives or by using treatment arrived at after extensive investigation and experimentation by the Columbian Rope Company and by applying in a practical way the recommendations of the U. S. Bureau of Fisheries.

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Ask for Columbian. If you cannot obtain it in your immediate vicinity, write direct to us.

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saves you money. Their smooth-inside comfort keeps your feet happy. Any man who "sleeps and eats in his boots" will find a whale of a difference in Firestones.

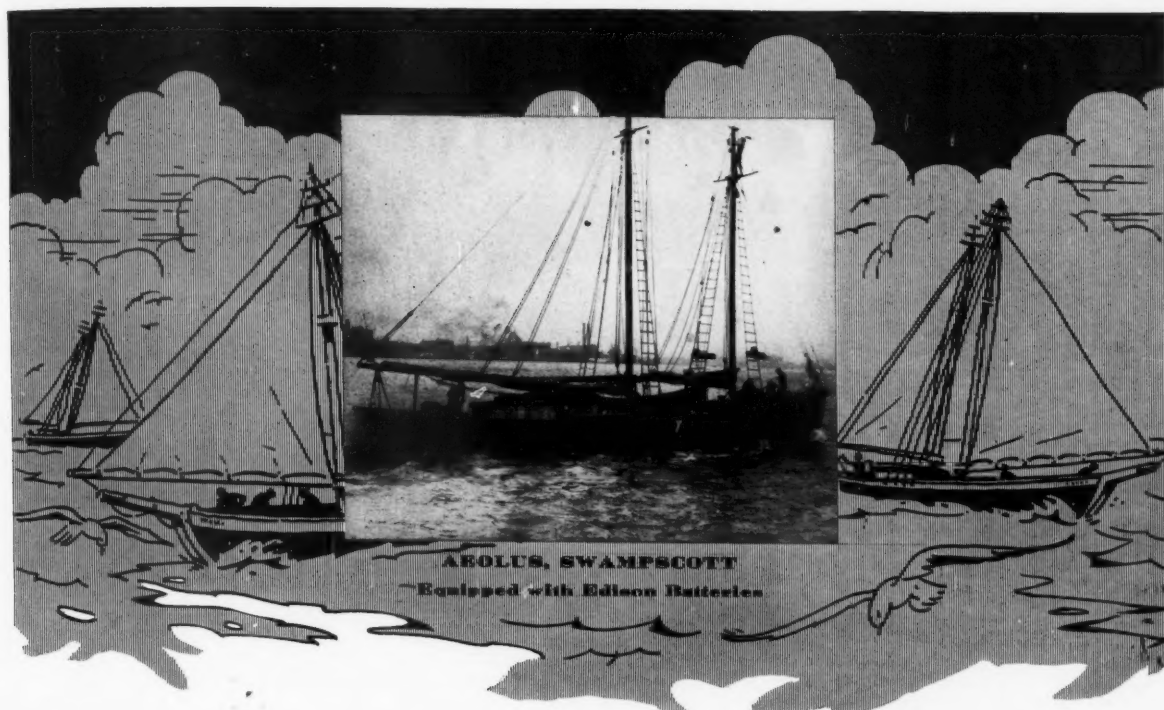
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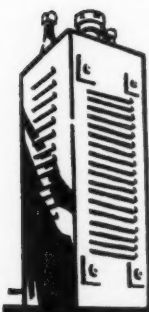


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That Edison Battery superiority for power and light on board ship is a recognized truth is clearly demonstrated by the ever-increasing number of Edison Steel-Alkaline Batteries being installed on board New England fishing craft . . . A few of the many fishing vessels operating with Edison Storage Batteries from New England ports include the following:

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The Fauci Oil Co. boat, the Frances C. Denehy, of Boston, is typical of the fishing vessels of both the Atlantic and Pacific coasts, whose modern equipment includes Exide-Ironclad Marine Batteries.

*Rugged construction of
Exide-Ironclad Marine Batteries assures
unfailing current for every need*

IN port or on the banks, Exide-Ironclad Marine Batteries give only one brand of service . . . *dependable!* That's why so many modern trawlers and draggers are Exide-equipped.

These batteries are ideal for use in fishing boats. Each cell is completely sealed. The unique slotted rubber tube construction of the positive plate assures economy and long life.

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An Exide-Ironclad Battery cell cut away to show method of assembly of positive and negative plates and separators.

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Goodrich

KINGFISHER BOOTS FOR LONGEST WEAR

1929
SUN.

The yacht "Vidor" has passed through the hands of four owners, (three of whom have bought new yachts—ALL Bessemer powered), but its two 800 H. P. Bessemer Diesels are still purring along—smoothly, quietly and dependably.

1929
SAT.
3

This tanker "Sunoco" has seen long, hard service, but its two 360 H. P. Bessemers still are "young" in point of serviceability.

BESSEMER ENGINE COMPANY

The fishing schooner "Colleen" is just one of the Bessemer powered O'Hara fleet, and its 230 H. P. Bessemer Diesel is a typical example of Bessemer performance in strenuous fishing vessel service.

18
25
26

This Bessemer Diesel powered tug, owned by C. G. Leverette of Tampa, Fla. has seen three years of constant service and its 170 H. P. power plant is still running as sweetly as ever.

24
30
31

'Round the Clock and Through the Calendar

THAT'S the way a Bessemer Diesel performs—day after day, month after month. It is built to keep on the job, turn out its full rated horsepower unfalteringly and stay young.

Whether in a tug, tow-boat, tanker, fishing vessel, freighter or yacht a Bessemer Diesel power plant will give you unfailing performance, unrivaled economy, and unsurpassed length of service.

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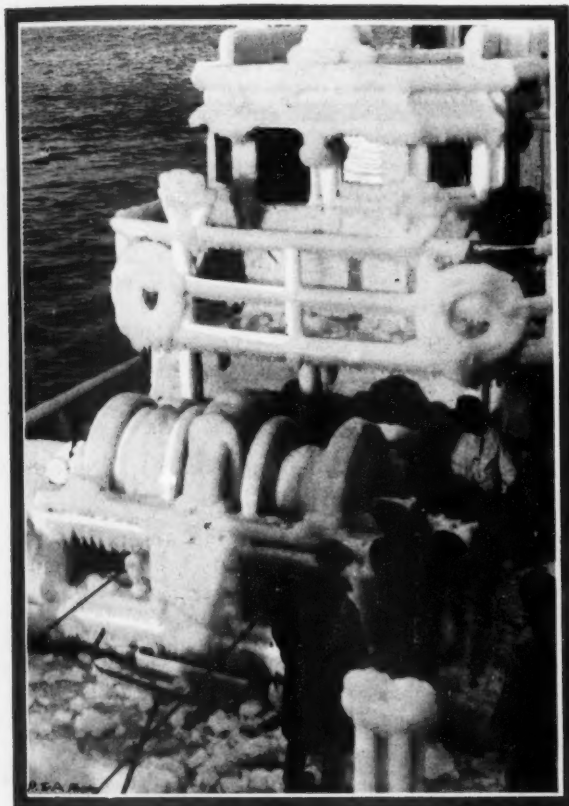
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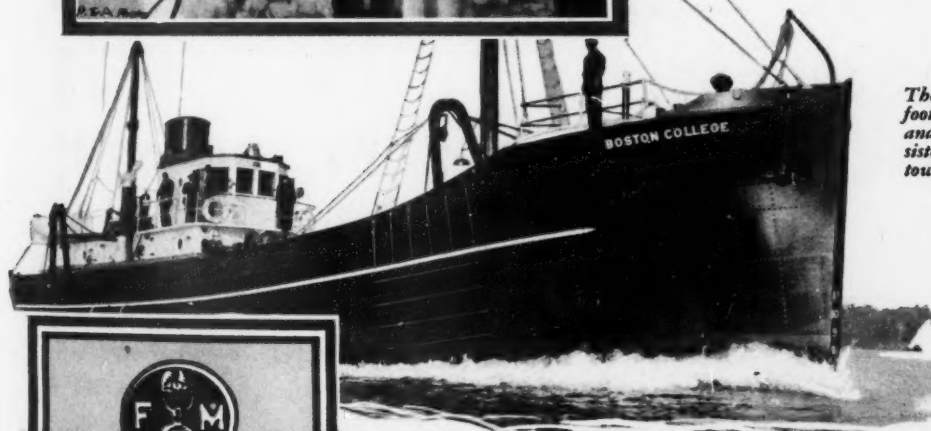
The "Holy Cross"

meets her first winter

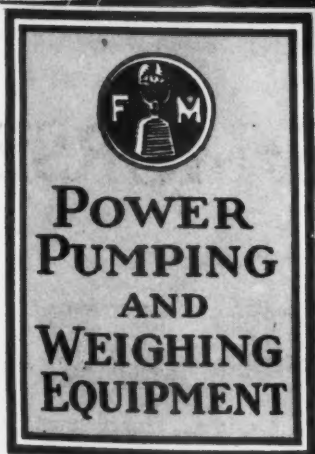


ALL-STEEL—propelled by a 360 hp. Fairbanks-Morse Diesel Engine—the "Holy Cross" is one of three trawlers owned by the Atlantic and Pacific Fish Co., and built by the Bath Iron Works. The 80 kw. generating set for operating motor driven auxiliaries is also powered with a 120 hp. F-M Diesel.

Recently the "Holy Cross" tied-up at the Boston Fish Pier so heavily covered with ice that she became a target for newspaper cameramen. This vessel has met her first winter—a tough one. Her F-M Diesels have upheld their reputation for dependability under all conditions of service at sea.



The "Holy Cross" is a 125-footer with a 23-foot beam and is identical with her sister ships the "Georgetown" and the "Boston College."



FAIRBANKS-MORSE DIESEL ENGINES

FAIRBANKS-MORSE DIESEL ENGINES



Trim- fast- economical

the "Gloria H" One of the most interesting and unusual trolling vessels ever built in Astoria, Oregon, was launched at the plant of the Astoria Shipbuilding Company on the Lewis and Clark River (May 27, 1928).

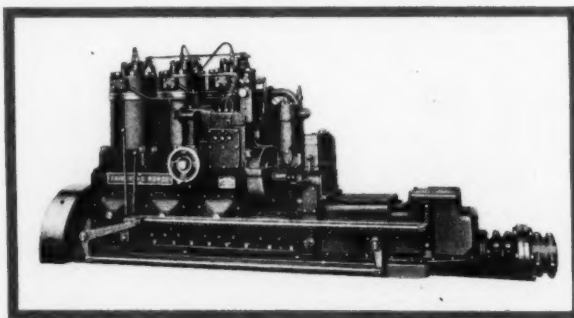
The "Gloria H" is equipped with a Fairbanks-Morse 75 hp. Model 35 FB engine and fitted with a 43 x 33—3-blade bronze propeller.

The 54' craft was constructed for Fred Human of Eureka, California, and represents many departures in trolling boat construction. She is exceptionally long, and has a narrow beam, which, combined with her powerful 75 hp. F-M engine, will give her great speed.

One of the outstanding features of her construction is the wide flaring line of her bow, which has a reverse flare much as a destroyer. She has her pilot house well aft, and is equipped with two large fish holds.

On the trial trips around Astoria, the "Gloria H" performed beautifully. On the delivery trip, which was undertaken as soon as the vessel was completed and preliminary trials run, this outfit loaded with 15 tons of salt and a deck load of tierces, maintained a speed of 9 knots per hour between Astoria, Oregon, and Fort Bragg, California.

FAIRBANKS, MORSE & CO., Chicago
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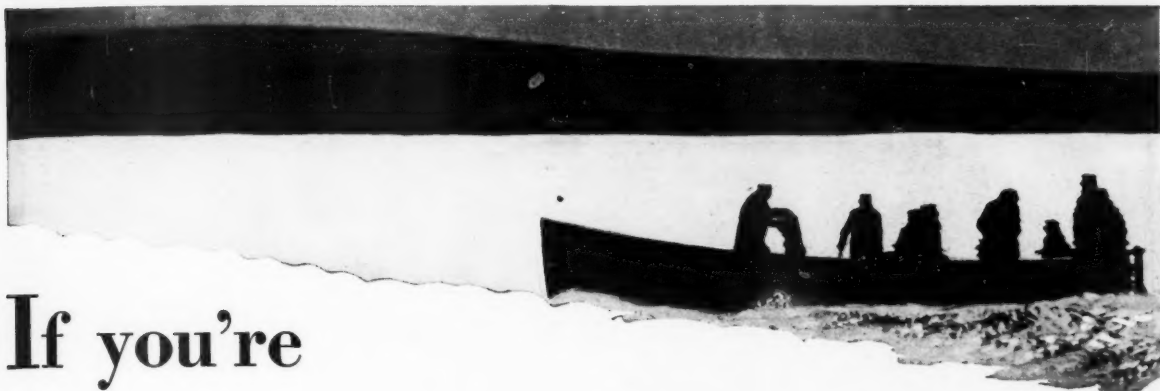


The F-M non-reversing Diesel, 75 or 100 hp. with 10 hp. constant direction power take-off for auxiliaries. Transmission furnished either one speed ahead and one speed astern or two ahead and one astern. The latter transmission when used in conjunction with engine governor gives propeller shaft speed as low as 81 r.p.m.

FAIRBANKS-MORSE

DIESEL ENGINES





If you're Skipper of a DORY—

*.. take Socony
for a shipmate*

YOU may own a one-cylinder dory, or you may own a fishing fleet. There's one fuel you can count on as a good shipmate. That's Socony.

Regardless of weather, Socony Gasoline and Parabase Motor Oils give your engine more hours of constant, dependable running than any other fuels on the market.

Maybe your boats are Diesel-powered. Then, you'll want to fuel your engines with Socony Diesel Engine Oil and lubricate them with Socony Turex Oils—oils that have been developed for the complete power and lubrication of Diesel and other internal combustion engines.



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Gasoline and Special Gasoline

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STANDARD OIL COMPANY OF NEW YORK

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Complete Vessel Outfits

Agent:

Atlas-Imperial Full Diesel Engines

The design and construction of the Atlas-Imperial Diesel is the result of the application of years of manufacturing experience to a correct principle. Simplicity of construction, neatness of design, durability, low cost of maintenance, strict dependability and remarkable fuel economy combine in one power plant points of merit which have given this engine world-supremacy. Of the four-cycle, solid injection type, it eliminates the dangers and complications due to high air pressures. Its massive construction suits it to slow propeller speeds or heavy loads and its simplicity of operation makes it popular in all classes of marine service.

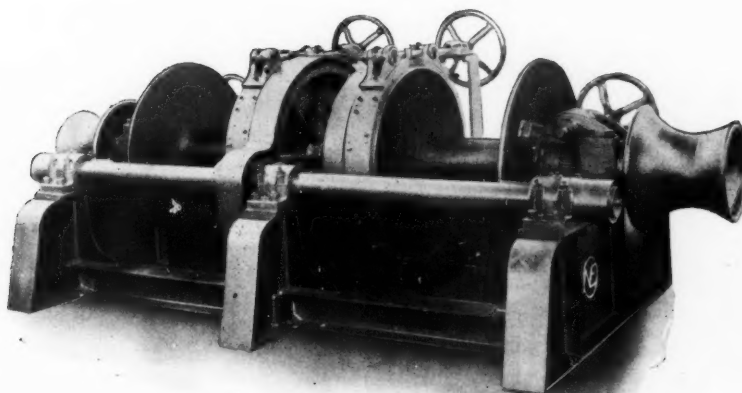
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Vessel Construction Supervised

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Complete Equipment for Otter Trawling and Dragging

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WHEN you haven't many minutes to spare in making your market, it sure is a comfort to know you've got Eveready Dry Batteries furnishing power for ignition. They fire with never a miss. Great for instant starting and long, steady pulling into port. Use the Eveready Hot Shot—its steel case is water-proof, and resists hard knocks. Made in three sizes—6, 7½ and 9 volts—to fit any dry battery ignition system. Evereadys also can be used for lights.

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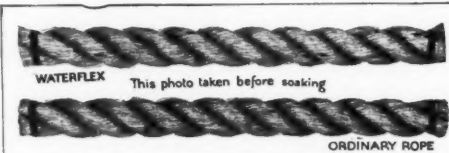
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EVEREADY COLUMBIA Dry Batteries



THE **WATERFLEX** treatment, developed after years of research, and covered by broad basic patents, is a revolutionary improvement in the "lubrication" of Manila rope. The **WATERFLEX** compound, added to Manila fibre, produces a water-resisting rope which does not swell, harden or kink when immersed in water or exposed to dampness.

The following photographs of a soaking test tell their own story—



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Red Wing Thorobred

Install the Reliable

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in your fishing boat and know what absolute engine satisfaction means.

The rugged and efficient Red Wings, famous along the New England Coast for many years, are built in 12 sizes from 4 to 150 h.p., and in 1, 2, 4 & 6 cylinder models, all four cycle. Medium heavy duty types for fishing boats of all sizes.

New 1929 catalog on request

RED WING MOTOR CO.

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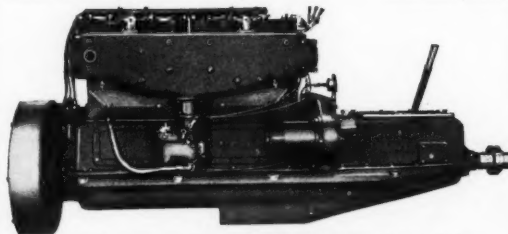
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New England Distributors:

The W. H. Moreton Corp.

1043 Commonwealth Ave.,

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Big Chief 50-60 h.p. THOROBRED; bore 5 in., stroke 7 in. A sturdy model for heavy work.

The purpose of the ATLANTIC FISHERMAN is to be a factor in the industrial growth of the commercial fisheries. To this end, the magazine is dedicated to the prime factors, in effect the creators, of the industry—fish producers, men who either fish themselves or who are instrumental in production through immediate interest in floating property.

The ATLANTIC FISHERMAN serves its readers by discussing fishery topics; by presenting new methods, gear and designs by being sufficiently interesting to afford relaxation from the strain undergone by those who follow the sea.

While we realize that successful re-handling and re-selling are vital to producers, experience shows that the division between distribution and production is so distinct in the fishing industry that it is impossible to serve both faithfully. Therefore, the ATLANTIC FISHERMAN is published exclusively for producers—captains, owners and crews of fishing craft.

ATLANTIC FISHERMAN

Registered U. S. Patent Office

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The Preservation of Fish

DRYING is the most ancient method of preserving fish. Moisture, next to heat, is the greatest aid to the development of bacteria, and although the existence of bacterial life and the fact that it causes flesh to putrefy was discovered less than one hundred years ago, the fact that a preservative effect was obtained by removing moisture from fish was known to the Phoenicians.

Drying in the open air has been in vogue in almost every fish-producing country. Adding salt to air drying serves two purposes. It acts as an antiseptic and diminishes the amount of water. Although in Norway, Sweden and Russia, where the air is comparatively free of moisture, cod are dried without the use of salt, in America it is more practical to combine salting with open air drying.

The method of curing fish by salting is essentially the same as it has been ever since the fisheries were pursued on this side of the Atlantic, and even though many of the present generation of fishermen have never been salt fishing all are familiar with the drying process because in smaller fishing communities it is customary to cure enough for home needs. Except between 1818 and 1871, when by treaty American fishermen were permitted to land and dry their catches within certain limits of Newfoundland, the cure was merely started at sea and the trips were brought home to dealers for final processing.

Brine-salting or pickling fish is another very old method of preservation. It was developed greatly by the Dutch during the thirteenth and fourteenth centuries in preserving herring. Its principal application in the North Atlantic fisheries has been with mackerel. In this fishery it was very important until quite recently. The first salt-mackerel trip from Gloucester is said to have been made by the schooner *President* to Cashes about 1819. Fifty years later the fishery had grown to such an extent that difficulty was sometimes encountered in keeping the large catches from spoiling before they could be split, notwithstanding stories are told of splitters who could handle from 2,000 to 3,500 mackerel per hour and keep it up all day and all night. In 1877 a "pocket" was used by the *Alice* of Swans Island, the purpose of which was to provide a place for keeping the fish alive for a few hours. It was described thirty years ago as follows:

Methods of preservation are probably of greater importance to the fisheries than to any other food-producing industry, and while from the fish producer's standpoint the question of preservation has been satisfactorily answered, we may yet see further development. It may not be long before fish are prepared for the consumer as soon as they are taken from the water.

Therefore the wise producer is thinking of this subject and is not going to leave it entirely to the wholesale trade.

The accompanying article gives a brief outline of the different methods of preservation and describes the freezing processes. It is on these that the future growth of the industry depends.

"The mackerel pocket is a rectangular net bag, usually 36 feet long, 15 feet wide, and 30 feet deep, with 2-inch mesh, hung to 1½-inch rope. On the portion of the rope next to the vessel wooden floats are strung for the purpose of securing the edge of the pocket to the rail of the vessel, this edge being fastened over the rail. The outer corners of the pocket are supported by ropes running through blocks attached to outriggers, by means of which the outer edge of the pocket may be raised or depressed. To the outer edge is attached a rope bridle with a thimble in the middle. When the mackerel have been turned into the pocket, the fore and aft staysail halyards are bent into the thimble and the outer edge of the pocket thus supported. In getting the fish into the pocket, it is slacked down to the surface of the water and the outer edge is fastened to the cork line of the seine. By gathering the twine of the seine the fish are readily turned into the pocket, and the edge is then raised above the surface of the water."

The same writer states that in 1898 the average cost of pickling mackerel was:

Labor—weighing and culling\$0.25
Labor in packing10
Salt in packing10
Cooperage06
Repickling08
Bangor barrel55
Supervision, use of plant, etc.30

Total per barrel\$1.44

The pickling process, which consists of merely placing the fish in a brine or vinegar solution, has also been used for shad, halibut fins, herring, swordfish and various shellfish.

Smoking is usually a further process of treating slightly salted fish, and its efficiency as a preserving method depends on the drying as well as upon the action of an acid produced by the smoldering flesh, which also imparts a flavor. Although the smoked fish trade has been a large factor, it really is a drying process and so may be passed over as such.

Canning is the remaining method of preservation except for the one with which we are principally concerned. The essential purpose of all canning is to preserve foods in sealed containers from which the atmospheric air has been driven off. Heat is applied to destroy existing germs, and the sealed can prevents the entrance of new putrefactive organisms.

The idea was introduced first about 1810, but was little used until about ten years later when cans were substituted for glass bottles. Development of fish canning has come gradually, due in part to improved cans and canning machinery. Today it is a vital preservative method for certain fisheries, principally the sardine and salmon.

So much for the methods which alter the flavor and appearance of fishery products. While each of them is important, they are all as nothing compared to the method which retains the fish in its natural condition. The industry would never have reached its present flourishing state unless means had been found to deliver to the consumer "fresh" fish.

Until more recently than is generally realized no artificial means of doing this was known, so the natural thing was to keep fish alive. Even now in some countries there is a large trade in live fish. In China fish are peddled about the streets in buckets of water, although the only consequential live fish trade in this country is on lobsters, but as late as thirty years ago there were quite a number of boats bringing live fish in to Fulton Market where they were held in cars just as lobsters are now stored.

Well-smacks were introduced in England in 1712, and for a few years before 1840 most of the vessels out of New England ports had wells. Many boats in the halibut fishery out of New London and Long Island were so equipped. The first well-smack at Gloucester was built in 1835, and was designed to carry 12,000 pounds of halibut. Hand lines were used and the fish were treated carefully because those that reached the market dead brought only one-fourth the price of lives.

In 1838 a Gloucester vessel carried ice with which to preserve the halibut that died in her well. That was the beginning of the fresh fish business on a sizable scale, because prior to this time fresh fish was limited to a retail business in coastal towns only. For several years after the introduction of ice, there was a feeling against iced fish and it was not until 1845 that it became usual for vessels to carry ice. At first the ice was used merely to cool the holds, and was not allowed to come in contact with the fish. For a long time there was the same prejudice against iced fish that has since been encountered by frozen fish.

Ice is serving its purpose well, but the introduction of filleting a few years ago opened new possibilities and demanded further experimentation with cold as a preservative. The experiments have now developed into practical freezing methods used in the interim between the wharves and the consumers' tables. Whether these methods can be applied advantageously to the period when fish are in the holds of vessels has not yet been determined. Experts disagree, some maintaining that present-known freezing processes would be impractical at sea, and others claim that fish can be frozen as soon as they are landed on deck.

The following describes briefly the freezing methods for the benefit of owners who care to consider the subject. Before taking up the practical application of refrigeration of fish it will be well to know something of the principles involved.

Cold is the ideal preservative because it can be applied so that the natural flavor and condition of fish flesh is unchanged when it is again warmed. Cold, like intense heat, retards the growth of bacteria. Cold, however, is merely a relative term indicating the absence of heat units from a substance in which they are generally found. The extent of the absence below normal might be said to be the coldness of an object. Everyone knows that when heat is withdrawn from fresh water until its temperature falls to 32° ice is formed. If anything is dissolved in the water, salt for example, its freezing point is lower.

Fish is made up of about 80 per cent water, but the water contains mineral substances so fish does not begin to freeze until it is cooled to a degree or two less than 32. So if the entire fish, right through to its backbone, is brought down to this temperature it is frozen. It is seen, however, that this temperature cannot be attained by the use of ice alone because it is somewhat less than the 32° temperature of ice.

The rapidity with which fish are frozen is also an important factor. The principal reason for this is that the minute flesh cells which contain the water are ruptured by the expansion of the water in freezing unless the freezing

is done quickly. Then when thawing takes place, the water, or juice, which is the element that imparts the desired flavor to meat, flows off and is lost.

Therefore it is obvious that it is desirable to freeze fish and freeze them rapidly. This does not necessarily mean by extremely low temperatures. In fact, fish exposed to extreme cold are not as good in marketable qualities as those frozen in temperatures more nearly normal.

Enoch Piper of Camden, Maine, is credited with being the first to freeze fish by artificial means. In 1861 he placed fish in racks in an insulated room, and set pans of crushed ice and salt on them. Numerous patents and improvements followed until in 1892 mechanical refrigeration was introduced. It is not necessary here to go into a comprehensive description of the different systems of mechanical refrigeration, but an idea of the principle is necessary.

The system most generally used has a pump for compressing ammonia gas. During this operation heat is developed by the gas, and is drawn off by forcing the gas through coils of pipes exposed to cold water. As the heat is withdrawn the gas forms a liquid which in turn gives off more heat. The cold liquid gas either circulates through the freezer or through a tank of liquid with a low freezing point, such as brine. If the latter system is used the brine circulates to cool the freezer. In other words, cold is obtained in such form that it can be circulated to cool its surroundings by compressing ammonia gas.

The simplest method of freezing is to place the fish in pans or on racks in insulated rooms wherein there are coils of pipes in which either cold ammonia or brine circulates. The pipes cool the air and the air withdraws heat from the fish. Sharp freezers are the same in principle. They usually have smaller rooms kept at a lower temperature in which fish are first placed to freeze, and are then transferred to the larger cold storage rooms. If fish are to be stored for any length of time they should be glazed. That is, after they are frozen they should be dipped in fresh water to coat them with a covering of ice. This prevents the evaporation of moisture in cold rooms from drying the fish, which is important in retaining good quality.

The serious objection to the above method of freezing is that at best it is too slow. In reality it is the air which is in contact with the fish that freezes them, and because air or any gas is a much poorer conductor of heat than liquids or solids, brine has come into use. In speaking of the heat conductivity of air in this case it should be borne in mind that heat must be conducted out of the fish. As stated above there is no such thing as cold, so it cannot be conducted in.

It might be thought that immersing fish directly into cold brine would saturate them with salt or at least have them too salty in taste to be classified as fresh fish. This is not the case, however, if the strength of the brine solution is in a predetermined proportion according to the temperature. This is a difficult thing to explain, but it is based on the reasoning that the water in fish will freeze before it will mix with brine of a certain consistency at certain temperatures.

Several methods of freezing fish in direct contact with brine have been patented. Most of the patents are on means of conveying the fish into and out of the solution, and on ways of keeping the brine in motion. They all cool the brine by means of refrigerating machines. Ottesin's method, one of the better known of this type; has a tank of brine about 65 feet long. The fish are lowered into this in baskets. There is a device to move the baskets through the tank, the speed being determined by the size of the fish and the consequent time necessary for freezing. The fish are in the tank from 1 to 3½ hours.

Taylor's method is a noteworthy deviation from the idea of immersing the fish, in that the fish are suspended from a conveyor which travels through a tunnel. As they pass through they are violently sprayed by brine.

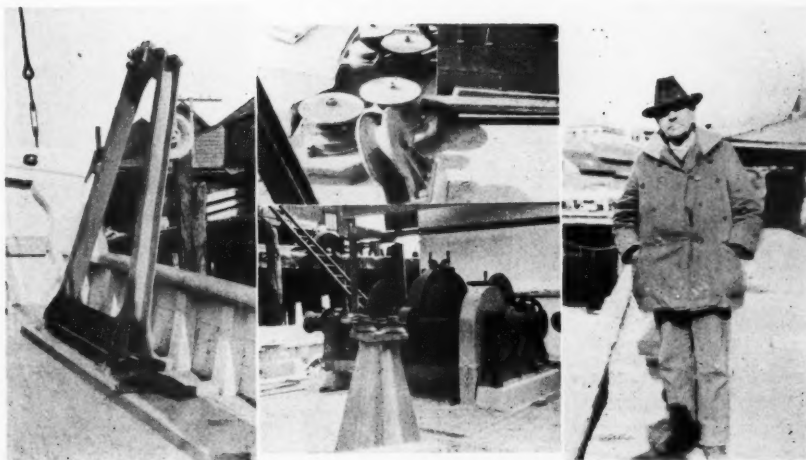
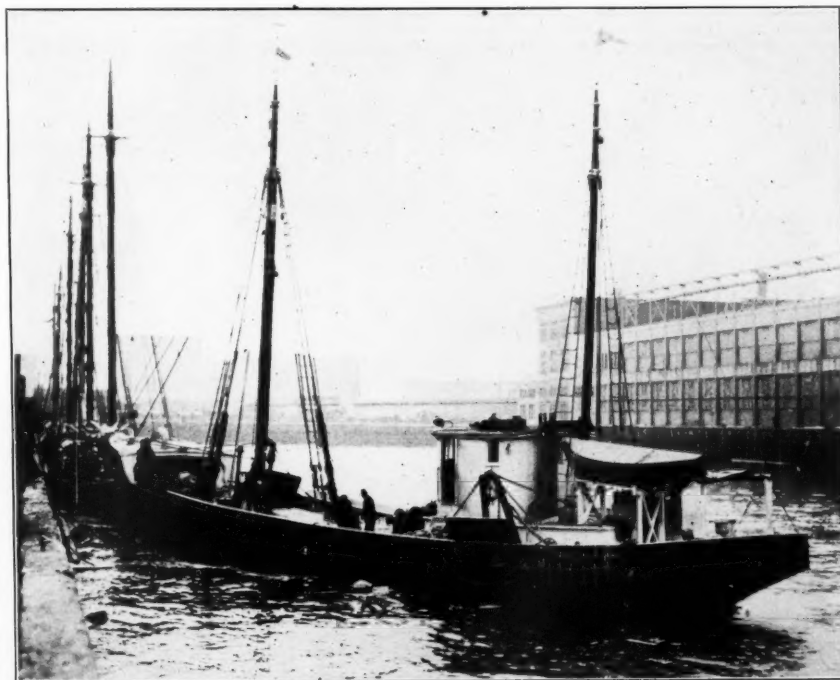
Other departures, such as Petersen's, Kolbe's, Birdseye's and Cookes' methods, enclose the fish in cells or containers or place them on metal plates and immerse them in the cold brine or in the case of plates or slabs bring them into indirect contact with the brine. With the earlier of these methods the containers held quantities of fish, but now they are frozen individually, either round or filleted.

Maris Stella, a New Super-Dragger

THE *Maris Stella*, recently completed in Gloucester by T. Ralph Foley after delivery from the yard of J. F. James & Son, is as staunch a craft as a master ship-builder can devise from wood. Frames, beams and every

The power plant is a six cylinder, 275 h. p. Atlas, with a four cylinder 70 h. p. Atlas thwartships to handle the winch. A Davenport horizontal oil engine furnishes auxiliary power for generators and pumps. There is a 2 k.w. variable speed

*The
Maris Stella
114-foot
Wooden Trawler
Just
Completed*



*Some of the
Maris Stella's
Hyde Deck
Equipment.*

**RIGHT: Everett James,
Builder.**

timber in her are exceptionally heavy. There is no danger of anything ever happening to this one unless she strikes.

The general lines are similar to the *Marietta B.*, and she is the same type of vessel, larger than a dragger and slightly smaller than a beam trawler. The *Maris Stella* measures 114 feet and has a beam of 22 feet 6 inches. She has a fore-castle head and ample freeboard to keep her dry, so with her size should encounter no difficulty in fishing when most are jogging. Captain Jimmy Dinn, the driving skipper who has been in the *Marietta*, is taking her. He has Alex LaBlanc as engineer. The vessel is owned by Captain Harry Ross.

generator belt-driven from the Davenport, and a 3½ k.w. from the main engine. Bilge and deck pumps are also belt-driven. Edison batteries assure a constant source of lighting current. The fuel oil tanks, made by I. L. Snow & Co., Rockland, carry 3,500 gallons, and the only gasoline aboard is for the fish hoist. K-C Safety Filler Screws, a new fire and explosion prevention tank filling device made by the J. J. McLaughlin Machine Co., have been installed. A Gurney coal burning steam heater warms the cabin, engine room and pilot house.

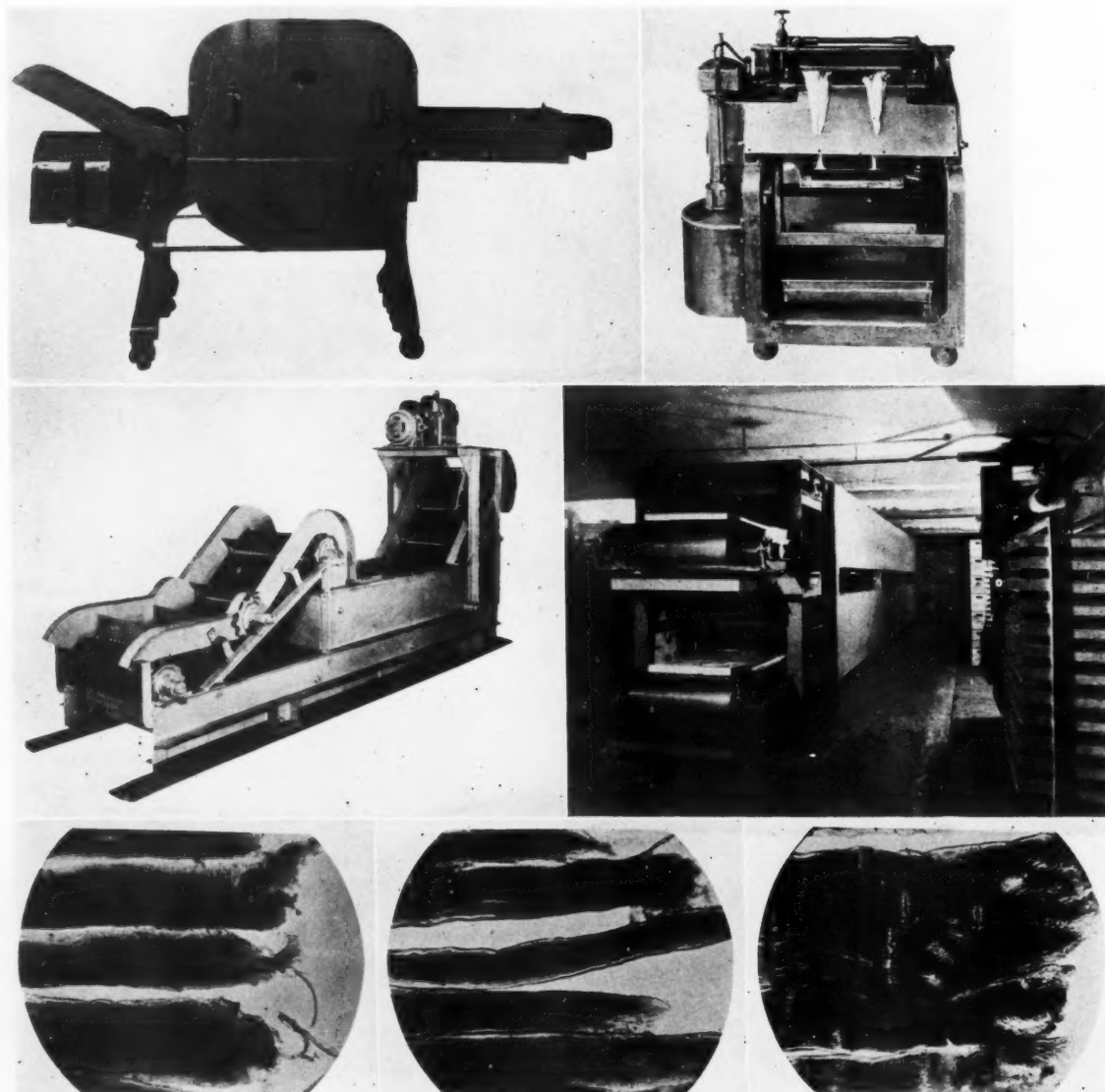
(Continued on Page 32)

Fish Dressing Machinery

Modern Equipment of Halifax Cold Storage Plant

ALTHOUGH it cannot yet be said that the development of filleting machinery has kept pace with the development of the fillet itself, a state of near perfection has been reached by mechanical means of carrying out all dressing operations subsidiary to that of actually cutting the fillet. The accompanying illustrations show the sealing, skinning, brining and freezing equipment of the Nova Scotia Public

the other. The lower cuts show at the left the cells of fresh unfrozen haddock, with cells unbroken and a full rounded appearance; center, cells of quick-frozen haddock, practically the same in appearance as the fresh fish; right, cells of a haddock fillet frozen in the regular manner. Note the ruptures caused by ice crystals. These allow the juice and flavor of the fish to escape when the fillet is thawed.



Cold Storage Terminals, Ltd., which is one of the most up-to-date plants of its kind, being completed only a few weeks ago.

These machines and processes are controlled by the General Seafoods Corporation, of Gloucester, and it was through collaboration with this concern that the installation was made. The contract called for apparatus with a capacity of 1,000 pounds per hour. The upper left illustration is the scaler, which handles thirty-five fish per minute; the upper right is the skinner, handling thirty fillets a minute; center left, the briner; center right, two freezing units, one above

The Birdseye method of quick freezing is used at the Halifax plant. With this process the product to be frozen is fed onto the receiving end of the lower belt and passes into the insulated tunnel under another metal belt. While the fish is passing through the tunnel, calcium chloride brine is sprayed on the upper side of the upper belt and the lower side of the bottom belt. The brine is normally kept at about -45°F , and when the fillets emerge from the tunnel they are frozen stone hard. This system of rapid freezing has the advantage that conduction is obtained on both the lower and upper sides of the fillets.



By Eddie Goodick

THE schooner *L. A. Dunton*, Capt. Felix Hogan cut her trip short recently in order to tow in the schooner *Juneal* which became disabled when a net became entangled in the propeller.

Pollock Rip Lightship will be replaced by a relief lightship on or about March 4th and will be returned as soon as practicable. There will be no change in the characteristics of fog signals or other aids. The relief will be painted red with the word "Relief" in white letters on either side.

Schooner *Mystic*, Capt. Frank Rose, reported catching his drag in some submerged wreckage on Georges during one of his recent trips, causing the loss of the drag and doors, valued at \$1200. On a previous trip, Capt. Rose lost about \$300 worth of gear, which shows that the fishing game is not

John Graham announced that hope of finding the vessel afloat had been practically abandoned, and search for the craft had been discontinued. With this announcement he gave out the crew list of the *Seiner*, which is as follows: Capt. Thomas Miller, of Brooklyn; Mate Merrill Greenleaf, of Gloucester; Chief Engineer Ross Payne, of Hoboken; Assistant Engineer Edward Morgan, of New Haven; Cook Niles Hansen, of Brooklyn; Radio Operator Robert Horner, of Portsmouth; Fireman Sydney Hann, of New York; Fireman Arthur Johnson, of New York; Fireman Jack Wilson, of New London; and the following fishermen, Benjamin Carew, of Brooklyn; John Hann, New London; Patrick Parson, Brooklyn; Michael Hedderson, Newfoundland; George Peters, Brooklyn; Patrick Foley, Brooklyn; John Hunt, Brooklyn; John McGrath, Newfoundland; Pete McGrath, Brooklyn; William Whalen, Newfoundland; and John Hayes, Brooklyn.

The *Seiner* left New London for Georges, January 9th and was last heard from by radio on January 13th. Fear was entertained for the safety of the trawler when she failed to return as scheduled on January 22nd, when an extensive search was instituted with Coast Guard boats and the entire fleet of the Portland Trawling Company.

The local gill netter *Elica C. Riggs*, Captain William LaFond, broke her rudder while bound home from the fishing grounds, recently. The boat was hauled out on the railways and a new rudder was put on.

After a Light Week

THE Fish Pier, as shown by this picture of the north side, was a busy place on Monday, February 4. 1,860,000 pounds were hailed by forty-four craft, after a week of sparse supply. The previous Monday was a normal day, but bad weather set in and Tuesday brought only seven vessels with 215,000 lbs. and haddock at 9c. Wednesday there were but thirteen arrivals with 381,000 and the price from 9 to 10½c; Thursday, ten arrivals, 306,000, 12 to 13c; Friday, seven arrivals, 197,300, 10c; Saturday, nine arrivals, 213,200, 8 to 9c. On Monday, when the shortage was relieved by over a million and three-quarters, the price went off to 7c.



Photo by International.

all velvet. The schooner *Raymonde*, Capt. John McCarthy also reported the loss of her drag and a set of doors.

Schooner *Pauline Boland*, Capt. Denis Boland, brought two badly rusted anchors in to the Boston Fish Pier on one of her recent trips. The anchors were picked up in the drag while fishing about 120 miles southeast from the Highland. The anchors are the kind commonly used by fishing vessels.

William H. Lowe, foreman for the United Sail Loft Company, Incorporated, for the past seventeen years, passed away suddenly, at his home on Centennial Avenue, on Feb. 12th. Mr. Lowe had been in poor health for some time having been absent from his work since last May.

The former local fishing schooner *Florence E. Marchant*, which at one time was owned by Capt. Nels Amero, was seized in New York recently while trying to unload 389 bags of liquor. The boat was tied up in the East River at the foot of Roosevelt street, and a truck was waiting at the dock to take off her contraband, when the coast guard stepped in and relieved them of their duty, also the truck.

Capt. Merrill Greenleaf of this city was mate of trawler that went down with all hands. With no further trace of the trawler *Seiner*, owned by the Portland Trawling Company, President

Capt. Gus Dunskey, of the steamer *White Cap*, reported catching a number of small mackerel in his otter trawl, while fishing in the South Channel 125 miles southeast of the Highland. The spot where mackerel were hauled up is 100 fathoms deep. Occasionally a few small shad are picked up in this vicinity. Ordinarily both species are not found in northern latitudes at this season of the year. This winter, however, on several occasions mackerel have been found, indicating that they do not always migrate with the advent of cold weather.

Disabled through boiler trouble, the steam trawler *Surf*, Captain Frank Cole, was towed in to the Boston Fish Pier from the South Channel, by the steamer *Ripple*, Captain Ralph Thomas. The accident to the *Surf's* boilers occurred while the vessel was fishing and a wireless call brought the *Ripple*, which was fishing a short distance away. The crippled trawler was taken in tow for Boston, and it was a tough grind, as the pair faced northwesterly gales, rough seas and intensely cold weather practically the entire distance.

Crippled by the fouling of her propeller with her fishing net, the dragger *William H. Killigrew*, of New Bedford, com-

(Continued on Page 37)



By Alfred Elden

THE Old Stone Wharf, at the east end of Great Chebeague Island, looking toward the mainland, and commonly known as Hamilton's Landing, is an inanimate reminder of a period when Hamilton & Company for three or four months each year, fed and clothed a good part of the fishing families between Biddeford Pool and Cape Small Point. It is an interesting yarn and one I have never seen in print, yet it marked for Casco Bay fishermen one of the most important epochs in the fishing industry.

To start the story right let's hark back the trifling interval of a century and a half or thereabouts. Just east of Hamilton's Landing there still stands an ancient dwelling, one of the oldest if not the oldest on the island. It was built and occupied originally by Reuben Keazer.

A feature that, from the architectural viewpoint, seems odd today, is the location of the front door which faces the water.

thousands of barrels of salted clams for bait were utilized locally and also shipped to Spain, Portugal and elsewhere. For many years Hamilton's Landing was the mecca of Maine fishermen.

Perhaps one may safely say clams constituted the piece-resistance of Hamilton & Company's industrial program. Those were the days when salted clams were the universal bait of the handliners. The season was from April 1 to well into June. During that period something like 3000 barrels of salted clams were handled each working day.

The salt baskers and the fishing fleet in general bought clam bait of Hamilton & Company. They loaded direct from the end of the Old Stone Wharf, or they secured the clams from the branch storehouse on a Portland water front wharf. Bankers from Gloucester, Portland, Boothbay Harbor and elsewhere were frequently seen anchored in good sized fleets in the deep water off the east end of the island waiting their turn to bait up.

The season ended in the early summer when all the vessels had secured their quota of salted clams and had all left for the long weeks on the fishing grounds. There were no fresh fish coming in then daily and these bankers stayed out until they got full fares saling down their catches as they made them.

During the season it seemed as if every fisherman, as earlier stated, between the mouth of the Saco and the mouth of the Kennebec brought clams to Hamilton & Company. Almost invariably big dories were used. Fishermen were husky in those days. That was before gas engines had even been dreamed of. Small sprit-sails were part of the dory equip-



UPPER LEFT: Old Stone Wharf and coal shed, Hamilton's Landing. All that remains of Hamilton & Co. The stores stood at the head of the wharf. The central building is a small summer fish market.

UPPER CENTER: Where salt bait was handled at Portland wharf. This picture was taken when business was at its best.

UPPER RIGHT: Orr's Island, Gurnet, one of the few places in Casco Bay where quahaugs abound. A favorite locale of digging for Hamilton & Co.

LOWER LEFT: Lobsterman's shanty on shores of Great Chebeague today, near the Old Stone Wharf.

LOWER CENTER AND RIGHT: Everybody dug clams for Hamilton & Co.

That was a custom in those earlier times of island home-building. Later the house was occupied by Captain Samuel Ross who built on an ell in which he opened the first store at the east end of Chebeague. It was a little grocery and fish business that he established, and he was joined by James Hamilton. For a short time the firm name was Hamilton and Ross.

Then Stephen Hamilton bought Ross out and with his brother James Hamilton started the firm of Hamilton and Company, some 50 or 60 years ago. Later, Clinton Hamilton, a son of James was admitted. What an enterprise the Hamiltons' developed. Granite was available in large quantities from near-by mainland quarries and scows brought hundreds of the great blocks to Chebeague.

First the Old Stone Wharf and coal shed were built, then a seawall and at the head of the wharf solid granite foundations for the substantial wooden buildings. The general store was one of the largest and best stocked on the coast. Great quantities of fish and clams were handled. The hard-dried cod and pollock were shipped to the West Indies, while

ment, but most of the time, the sinewy arms of the fishermen were the sole motive power.

Three or four burly clammers thought nothing of hopping into one dory, bending to the oars and towing another full of clams from Small Point Harbor, or Biddeford Pool, to Hamilton's Landing! There they were paid from \$2.50 to \$5 a barrel for the shucked out and salted clams. They would keep indefinitely.

It was no unusual sight to see as many as 100 dories unloading anywhere from one to five barrels of salted clams at the Old Stone Wharf. This seems like a lot of clams but so too, was the demand big. The Gloucester bankers carried crews of from 50 to 60 men in their crews, and half a hundred or more busy fishermen working on shares caught a lot of fish and used a lot of bait.

Although Hamilton & Company made money, it cannot be said that they ever accumulated it at the expense of the down-trodden fishermen. Far from it! On the contrary they were the Good Samaritans that made living pretty soft in a way for hundreds of fisher folk. In their dealings with the clam

diggers practically no real money changed hands. The program carried out was like this:

Imprimis, to do business with Hamilton & Company, the fishermen spent very little for an outfit. A dory was necessary but most anything would do. Dories were used far more extensively then than they are today. Frequently one with a rotted garboard or whose upper planks had dried out and opened up from remaining out of water on a vessel's deck too long, could be bought for a song.

Such craft wouldn't have been sound and strong enough for duty on Georges or other offshore grounds, but a new strake, a little caulking, or a batten here and there, made them plenty good enough for transporting clams and inshore work.

At the island store when a fisherman brought in his clams, a credit account was opened on the books under his name. Hamilton & Company were square-shooters with the fishermen. Too much so for their own good, the veterans declare. The clammers took out what was coming to them in stock. On the return trip to their homes they rowed dories loaded down with great hams, bags of flour and sugar, sacks of potatoes, vegetables and groceries of all sorts. Suits of oilskins and warm clothing; mittens, stockings, rubber boots. No wonder it was said Hamilton & Company fed and clothed the fisher folk!



Schooner Aberrance; from which five men were lost in late February. Taken recently at a South Freeport wharf.

Yes, the concern not only allowed them to overdraw on their accounts but it also provided them with the barrels and the salt. When the crash came it is said there were hundreds of uncollectible accounts. The end of Hamilton & Company brought about largely through the abandonment of salted clams as bait.

For the purposes of this account it isn't necessary absolutely to verify dates, but it must have been around 35 years or so ago when cruel fate touched the end of a lighted cigarette to the salted bait bubble. Instead of hand-lining, fishermen discovered they could catch fish on the banks with trawls and gill-nets using fresh bait. Soon they were all using fresh and later frozen herring for bait.

Salted clams became a drug on the fish market. The fishermen would buy no more and they dumped what they had. Hamilton & Company were left, it is said, with thousands of barrels in their storehouses at Great Chebeague Island and Portland. Then the trade in salt fish and clams for Spain, Portugal and the West Indies fell off.

Today, Hamilton & Company is only a tradition to a younger generation, but a golden memory to the old-timers who profited from the bivalvular El Dorado while it lasted. And that's that!

Half a century and more ago, inner and lower Casco Bay furnished the finest pogy, herring and mackerel fishing imaginable. It continues today to be one of the best grounds on the Maine coast for herring, but the pogies and mackerel no longer school in from the sea.

The big Block Island pogy steamers would come in through Broad Sound and make enormous catches all around the Middle Bay. There would be "runs" of pogies. Perhaps for two weeks thousands of bushels would be taken daily, then—whish! they were off and there would be no worth while hauls taken until the next "run."

Robert J. Peacock, of Lubec, a leading luminary among Maine sardine packers, urged before the Ways and Means

Committee in Congress, that instead of a 30 per cent ad valorem tariff on canned sardines at the invoice price in the country of manufacture, a tariff of 40 per cent on the American valuation be placed on sardines. This would amount to about 50 per cent on the foreign valuation.

Norway is the principal source of imported canned sardines, according to Mr. Peacock. In 1923 Norway sent only 480,000 cases of sardines, valued at \$2,653,380 to this country, but in 1927 she sent 820,480 cases, valued at \$5,940,583.

While the imports from Norway have doubled in these four years, the domestic production dropped from 1,277,000 cases valued at \$5,288,000 in 1923, to 1,262,000 cases valued at \$5,249,000 in 1927, Mr. Peacock said.

The Maine sardine canneries, located in 20 cities and towns, employing directly and indirectly 30,000 to 35,000 persons pay \$4 a day to men and piece work rates to women sometimes amounting to more than \$4 a day, while the Norwegian factories pay only \$1.40 to \$1.50 to men and 80 cents to women.

Director Horatio D. Crie, of the Sea & Shore Fisheries Commission, has asked the Legislature to increase the fund available to his department for the purchase of seed lobsters from \$17,000 to \$20,000 a year. It is his opinion that more lobsters were caught on the coast of Maine in 1928 than for many years. In 1818 there were issued 1800 lobster fishing licenses and last year the number had increased to 5,000.

When the winter season opened, Director Crie approximated that there were 2,000,000 lobsters held in pounds along the Maine coast. They constituted a surplus over and above the supply and demand of the summer markets for it was in summer that the crustaceans were impounded. And now they are supplying the deficiency between the winter's catch and the market demands. The director is strong in his belief that a man should be a bona fide resident of Maine for 10 years before being granted a license.

Every winter finds the fishermen of Maine paying more attention to the flounder. The first week in February a catch of gray sole was landed at Portland and sold for \$12.50 a hundred-weight. A barrel holds about 150 pounds so this quotation is better than \$15 a barrel. Off the Eastport waterfront a Gloucester Italian dragger, manned by a father and his three sons, shared \$1800 in four days of flounder dragging.

For a few days in early February Portland dealers paid the Hampton boat scallop draggers \$4.25 a gallon. Rockland went as high as \$5. But there were few scallops and the draggers were turning their attention to other lines. In recent years the scallop beds seem to replenish themselves only to a point where they are moderately productive. The scallopers make decent catches for November, December and January, when the beds seem to be pretty well fished out.

Captain Alexander Newcomb, a resident of Great Chebeague Island for nearly half a century, died late in January. He had been master of many vessels in his younger days. Of late years he had come to be quite noted for the excellence of the clambakes he prepared during the summer season for the vacationists.

Vinalhaven has long been an important fishing and granite center, and now that there is a steadily increasing demand for granite it is likely to develop rapidly. It is the sea home of the Libby-Burchell Fish Company, makers of famous haddock fillets. The Grimes Fish Company is another strong concern handling salt and fresh fish. Arthur B. Arey is a heavy buyer of lobsters and there are several sub-buyers around the island waterfront.

The mild winter and absence of snow and ice up to the middle of February anyway, was particularly favorable to the clambers. At no time was there ice enough on the flats to bother the Casco Bay clambers and the canning factories and local demand consumed all the clams they could supply.

This was mighty fortunate for the fishermen of the small Hampton boat fleet, for notwithstanding favorable conditions inshore it has been one of the worst winters for the little fellows in years. True there was little snow and ice and temperatures were far above the average winter mark, but out on the fishing grounds Old Boreas has whooped it up incessantly. It has been so rough, just one gale after another, that fishing days have been few and far between for the Hampton fleet. Only by taking great chances have the fishermen made any money. Most of them have stayed inside and dug clams or in other ways eked out a living.

But a few cleaned up by taking their lives in their hands. During the first 10 days of February, Everett Doughty and his son Milton, of Long Island, stocked \$612 in their Hampton. Edmund Doughty and his 16-year-old son, Calvin, of Great Chebeague, also hit the fish to the tune of a \$314 stock in six days.



By the Fisherman's Doctor

DAN Robertson was duck hunting at a shore, salt-water pond in Connecticut, and set out his decoys. A little later when he returned to them he saw much thrashing about them in the water. He fired and the disturbance stopped. In investigating he found he had killed a thirty pound codfish.

Fishing boat skippers are finding it more and more difficult to find good fishermen willing to man their ships for deep sea fishing in the winter time. The younger fishermen are slowly breaking away from the deep sea trips in winter.

From April to November they enjoy the life in the open, but when the ice and snow and wintry gales are prevalent, they are reluctant to join the fleet, and much prefer either a land job, or to do all his stocking up during the easier months, and to listen in on the radio during the winter evenings. Looking over the crews of the trawlers you see mostly leather skinned veterans. The old-timers have to go or starve, as it is all they are trained to, but the youngsters nowadays can turn their hands to most anything. Then, too, the change from sail to motor has changed things materially. The young man used to be ambitious to become skipper of a sailing craft, but now with engine power that ambition is lacking.

Mackerel are apt to be asphyxiated when not moving forward through the water. Their respiratory system seems to function only when the fish is moving forward.

Salmon after their trip to the sea and maturity always return, if they return at all, to their native stream. Fifty thousand salmon were marked at the Klamath river in California, and none of the marked fish were found in any other stream afterward.

Captain Lincoln W. Jewett, an old time sea-captain, hailing at one time from Westport, Maine, died at his home in Portland on February 19th, at the age of 74. He made his first voyage out of the Sheepscot river from Westport at the age of seven on a fisherman with his father. From that time till the world war, when he retired, he always sailed the seas. In his younger days he was a great fisherman, but his skill as a master and the speed with which he could drive his small sailing vessels attracted the attention of ship owners, and he soon was captain of a larger ship. Then the *Eleanor A. Percy*, the largest six-master, was built for him at Bath, and Capt. Link Jewett held command for twenty years till his retirement. Once he brought the six master in from sea into Portland harbor and docked her

without any aid except his crew, and was the first and only skipper to do that. He leaves a widow to mourn his loss and is remembered by hundred of maritime friends.

The Underwood factory at McKinley is canning a great many clams at this season. Eugene Kelley, formerly superintendent of the factory here, now superintendent at Rockland, has been visiting acquaintances on Mt. Desert Island.

The committee of Sea and Shore fisheries reported in favor of an act making it unlawful for any person not a resident of the town of Trenton to dig clams for commercial purposes within the limits of the town.

The Rockland Underwood plant is fast being put in readiness to do business. The heavy machinery is being assembled and some of it is already at its station. Visitors are impressed with the size of the plant and the apparatus and the business-like methods with which the concern is getting ready to do its work.

A bill aimed at prohibiting lobstering on Sunday has met with much opposition on the ground that fishermen held in port by bad weather during the week should not be hindered in tending their traps in good weather on Sunday when conditions work out that way.

Erland Quinn of Eagle has been working for the Down East Boat Corporation of Camden.

Two scientists, Doctors Florence Woods and Horace Woods, have found that a lobster flips off a leg at will by flexing one muscle near the joint. This is no great loss to the lobster for he is able to grow a new leg at the next moult. There is no risk to lobster or crab for at the point of severance there is only one blood vessel and one nerve, and so little danger of bleeding.

A thirty-two foot power boat, seized by enforcement officers, was sold by Deputy Marshal Keene to Ernest Murphy of Bernard for \$235.

With new ice the smelt colony at North Sullivan is again flourishing. Smelt city on the Saco river is doing good business and the experts are getting 70 to 80 pounds each night. There is good smelt fishing at Lamoine near Thompson's Island.

A French fisherman caught a sole the other day. He put it between his teeth while he tried to free his hook. The fish jumped down his throat, and the man died of suffocation.

Eastport fishermen have had plenty of bait and have had great luck with trawling and handlining

and have gathered in great quantities of cod, haddock, pollock and hake. Their markets for fresh fish was in Canada so they were no handicap to Maine fishermen.

The Canadian parliament has appropriated \$65,000 for public work at Grand Manan Seal Cove Breakwater Extension—\$18,000; White Head—dredging \$20,000; White Head Breakwater—\$10,000, Woodward's Cove Breakwater Extension \$20,000.

One of the flounder fleet out of Gloucester and operating in Passamaquoddy Bay was built by a Lubec boy at Lubec. Freshly caught herring have been recently scarce in Eastport, and the smoked herring interests have had a little setback.

(Continued on Page 32)



MUTTERINGS OF THE MASTHEADMAN

THE Mastheadman is pleased to acknowledge the many letters from readers in response to his request for word regarding the condition in which the magazines were received since they have been mailed flat. The vote for the new method proves that it is desirable to continue for the time being, at least, this method. The following from one of our friends to the eastward deals with another matter about which there has been some discussion. Knocks, boosts and plain howdy's from one and all are always welcome. Let's hear from you!

Lower Clark's Harbor, N. S.
Feb. 3, 1929.

Flat Mailing is Approved

The "ATLANTIC FISHERMAN",
Boston.

Dear Sirs:—

My copy of the ATLANTIC FISHERMAN arrived in perfect condition last night, even though it had evidently been astray somewhere as the other post offices received their copies about a week ago. In my opinion the magazine comes out better when mailed flat as the pages are not creased and a flat page is much easier to handle while reading.

I have talked with several of your subscribers and they agree with me that the "ATLANTIC FISHERMAN" with a "Maritime" section is much better than two editions as we get all the fishing news from the U. S. A. as well as the Canadian news and all in one magazine, and we are very interested in the doings of the fishermen in the New England States as many of them are well known down here in N. S.

By the way, we are wondering why there were no "Mug Yarns" in the January issue. The boys all seem to like them very much and the fact that some of the "yarns" are a "lectle mite" exaggerated adds to our enjoyment.

Yours truly,

(Continued on Page 33)

The Provincial Smelt Producing Points

By William J. McNulty

THE smelt fishery, north of Passamaquoddy Bay, has been improving. Activities in this fishery come at an opportune time for the producers. During the late fall and all through the winter, smelting is at its height, with most of the fish caught through the ice, although there are two seasons, one for gill nets and the other for bag nets. Because of the weather conditions, fishing from small boats off shore during the winter is very risky. The demand for the smelt has enabled many of the fishermen to avoid the risk of going to sea and they devote most of their attention to fishing through the ice at the mouths of the rivers and for some miles up them.

All of these fish that can be caught have found a ready sale. There are always buyers waiting at Shippegan, Caragut, Bathurst and Lameque. At Shippegan and Caragut are plants where the smelts are thoroughly frozen and boxed, and whence the shipments are made to the various markets. It is estimated that the production of smelt in Bay Chaleur has increased about 500 per cent in recent years. And the prices for the little fish have been growing better each year. While Boston accepts more than any other market, there is

in the three Maritime Provinces. Point du Chene, in the same section is another smelt fishing centre.

Between Shediac and up to and including Bay Verte, smelt fishing has advanced considerably. Port Elgin has developed into an important smelt fishing and shipping port. So have Cape Bald, Shemogue, Bay Verte.

On the opposite shore of Northumberland Strait on Prince Edward Island the smelting has been a life saver for the fishing industry during the winter. O'Leary, Tignish, Miscouche, Summerside, Charlottetown, Georgetown send shipments of smelt in boxes and barrels every winter to Boston and New York markets.

Along the Northumberland Strait shore on the mainland between Bay Verte and Canso Strait, smelt fishing has made fairly good progress, but not as marked as some other sections of the Maritimes. Pugwash and Pictou are used as the chief shipping ports.

It was not until after the war that the mouth of the Kennebecasis River developed actively into a workshop for

Shippegan (below) and Miramichi, large smelt fishing zones.



also a keen demand from New York, Chicago, Portland, Detroit, Toronto, Montreal, as well as the home markets including Halifax and St. John.

The smelt fishery, in recent years, has kept hundreds of men in the Chaleur zone from temporarily leaving the fisheries for work in the logging camps during the winter period. It is far more profitable to the men than lumberjacking, and they are now fishing all the year.

In the Miramichi territory, the demand for smelt has increased each year since 1920. At Loggieville is a plant for the freezing, boxing and storing of the smelt. More smelt have been shipped in recent years than ever before. Other smelt fishing centres of the Miramichi are Chatham, Newcastle, Nelson, Renous, Blackville, Hardwicke, Bartibog, Black River.

At the mouth of the Restigouche River, which empties into Bay Chaleur, smelt fishing has boomed greatly. The demand for smelt produced in this area, has been excellent, and the prices have stiffened considerably. Dalhousie has become an outstanding smelt centre.

At the mouths of the Kouchibouguac, Aldouane, Richibucto, Chockpish, Buctouche, Melawadon, Ciacne Rivers, all of which empty into Northumberland Strait, from the New Brunswick shore, smelt fishing has gone ahead rapidly. Each winter, more men have been active in the ice fishing, in the river mouths and also in the strait. Kouchibouguac, Aldouane, Richibucto, Rexton, Buctouche, St. Joseph, Cormierville, Cocagne, Notre Dame, have been fishing, assembling, packing and shipping points for the smelt.

At the mouth of the Shediac River and in Shediac Bay, which is a part of Northumberland Strait, the smelt fishery has benefited the producers wonderfully during the former idle season. Plants have been established at Shediac for handling and boxing. Shediac is in a position where shipments of the fish can be made advantageously to all points



professional fish producers. For many years the mouth of this river, during the winter period, was favored by a few amateurs who wished to have the thrill of fishing smelt and hake through the ice, plus the injections of firewater between fishing sessions. Now the mouth of this river is the rendezvous of men who depend on the hake and smelt for their revenue from the day the river freezes over solidly until a day or two before she gives evidences of breaking up. The demand for the hake is light, therefore the men are almost wholly interested in the smelt. Shacks are built on the ice, or moved there from the land, when the ice is thick enough to provide safety for the burdens it is expected to carry. Some of these shacks are stored in the spring and brought out again in the late fall when the ice gets solid. Others are built to order and dismantled when the ice softens.

The smelt fishermen of the Kennebecasis, have a market almost next door. This is St. John, which is only three miles from Millidgeville on the east shore of the river. At this point the Kennebecasis is about four miles wide, and there is plenty of room for the fishermen and their shacks. In each of the latter is a stove, used for providing warmth for the men when they feel cold, and also for cooking meals. Many of the shacks are stationary during most of the cold period as they become frozen in the ice.

At the Petitecodiac and Memramcook Rivers, which empty into Shepody Bay, the smelt fishery has become a real money maker. The shipments are principally from Memramcook, Petitecodiac, Dorchester.

At Passamaquoddy Bay, in the mouth of the St. Croix River smelt fishing has been fair during the winter. Oak Bay, St. Stephen, Calais, Milltown have been shipping points for the St. Croix smelts. The demand has been very keen but the supply in recent years has not been equal to it here.

This is true also of the Pembroke River, Cow Bay, section. The fishermen can sell all the smelts they can catch, but they have been growing scarcer for several winters until now the number of men engaged in the fishery has dwindled.



By Harold V. Cunningham

THE success which attended the introduction on the Ontario market of fresh fillets, prepared by the new brine freezing method evolved at the Atlantic Fisheries Experimental Station at Halifax, has been nothing short of remarkable. Within a month of the arrival of the first shipment of the fish, which was marketed under the direction of Dr. A. G. Huntsman, director of the fisheries station, there has come from one of Ontario's largest retail firms a demand for more of this kind of fish product. In a recent letter to the manager of the Halifax branch of the company, H. H. Bishop of the Toronto headquarters of the Robert Simpson Company, Limited, says of the experiment in the marketing of the brine frozen fish, "Our chief concern is to get sufficient quantities of the new iced fillets of haddock regularly." "Already," he continues, "our customers are coming back for more. Everyone who tries them speaks in the terms of highest commendation. We believe their possibilities lie, not in simply supplying fish in a new form to supplant an older one, but in making those who are now only infrequent users of fish use it in this new form often. It seems clear that the fishing industry has in these iced fillets a means of greatly increasing the consumption of sea fish at inland points and we look forward to the time when many additional varieties are available in commercial quantities."

This experiment of the Atlantic Fisheries Experimental Station is one of the most important in a practical way undertaken for the benefit of the fishing industry in several decades, and in evolving the method for the preservation of fresh fish products in their original state and flavor the members of the biological board have done something which is bound to be of incalculable value to the fishermen of the Maritime Provinces, opening up as it does a new market for fresh fish products, the extent of which can only be surmised. Having successfully evolved the method and driven the wedge opening up the central Canadian market it is now up to the Maritime fishermen to get together and make the best of the possibilities which it offers for the expansion of the industry. A firm believer in the ready adaptability of the new process to meet local needs, Dr. Huntsman has publicly asserted that this method of preparing sea products for shipment to distant markets will be a great boon to the shore fishermen of the Maritimes. The apparatus is comparatively inexpensive and may be constructed by the fishermen themselves at suitable collection points, from which the fish may be shipped by rail to the market. Further development of the method will be looked for with interest not only by the fishermen but by the public, who stand to benefit as well.

Rough and boisterous weather handicapped the Nova Scotia fishermen to such an extent during January that the fish catch for the month shows a falling off of 50 per cent when compared with the catch for January of 1928. The total fish catch for the month was 4,087,600 lbs., having a landed value of \$118,480. Last year the January catch totalled 8,623,500, having a landed value of \$211,403. It was the most unprofitable January's fishing in the province for several years, the report of R. D. Shreve of the Eastern Division of the Marine and Fisheries Department states.

Two scallop boats went ashore during the month, the *Walter O.* of Victoria Beach, and the *Argyle*, Port Wade. The former was badly damaged and the latter a total wreck.

Caught in the storm which swept the North Atlantic during the latter part of January, the Gloucester schooner *Thomas S. Gorton* was badly battered and when picked up 10 miles off Halifax Harbor on Sunday afternoon, January 27th, her crew were about to abandon her. The vessel was towed in a sinking condition into Halifax where repairs were made. The crew of eight men under Captain Wallace Parsons were practically exhausted when the rescue was effected by the Canadian government steamer *Margaret*. Iced from stem to stern, and with a gaping hole in her side, temporarily

filled up by a section of the ceiling in the fore-castle, mattresses, quilts, blankets, and clothing, the vessel was towed to port. An attempt to stop the inflow of water, which oozed in at the rate of 2,500 strokes of the pump per hour, was being made by the crew when her rescuers hove in view. When she reached harbor she had to be held up by a tug boat to keep from sinking, so badly was she damaged.

Announcement was recently made from Ottawa that the construction of several vessels for the Dominion government's fishery collection service along the Nova Scotian coast, will be undertaken shortly. It is hoped to inaugurate the service this summer. It was also stated that the service would be as complete as that of last year, the routes being from Lenora to Halifax, Pickerton to Canso, Main-a-Dieu to Canso, and from Cape Breton to Lockeport and Shelburne. The freight charge will be 10 cents a hundredweight and the shippers will be required to furnish their own ice supply.

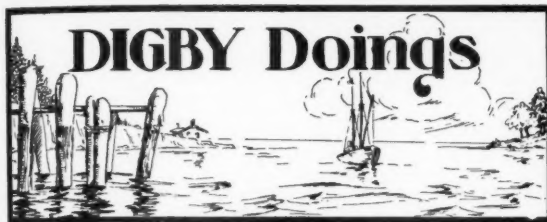
Legislation, dealing with matters affecting the fishing industry of the Maritime Provinces, covered in the report of the Royal Commission on Fisheries, will be brought down at the session of the Canadian Federal Parliament, which opened on February 7th. This is indicated in the Speech from The Throne. Recommendations of the Royal Commission, which require implementation by legislation, are those having to do with the fishing of lobsters and smelts and with the operation of steam trawlers. The commission proposed that the season for lobsters and smelts be made statutory in order that they could not be extended from time to time, except by an act of parliament. As to the steam trawlers the majority report recommended the trawlers be denied the use of Canadian ports. Just what action will be taken in regard to the trawler has not been divulged and there is no indication as yet whether or not the majority recommendation will be incorporated in the legislation.

Need for a bigger and better equipped steamer for the fisheries service was stressed by the Acadian Supplies, Limited, of Lunenburg, in a recent letter written concerning attempts made by Canadian government steamers to assist the schooner *Fieldwood*, which was disabled in a storm off the Nova Scotian coast while en route home from the West Indies. The vessel lost her rudder in the blow and was in a bad way for a time but her skipper finally brought her through, reaching Lunenburg under her own sail several days overdue. The Lunenburg firm in its communication held that the government fishery steamer *Arras* is entirely too small and furthermore is not powerful enough for the work demanded of her in emergencies. What is needed, the company officials say, is a boat suitable to go with the fishing fleet to the banks and give them assistance such as is necessary to a body of men following so hazardous a calling. "The boat", the letter continues, "has no accommodations for the care or treatment of sick men and we consider her not suitable for the severe work in which she is employed."

Entering Halifax Harbor in a dense fog the National Fish Company's trawler *Venosta* ran aground on Thrum Cap shoals at the harbor entrance on Wednesday morning, February 6th. The trawler was later the same day pulled off by tugs and is now undergoing repairs on the Dartmouth marine slip. Before going on the slip the trawler landed her cargo of 80,000 lbs. of fresh fish at the company's pier at Halifax.

Storms interfered to a considerable extent with the lobster fishing along the Halifax county coast during January, but it is believed that this augurs well for the spring fishing. The fishermen received good prices for what crustaceans they did trap, the American market paying 33¢ cents per pound or \$54 for a crate of 170 lbs. clear of expenses.

Among the appropriations made by the federal government at Ottawa for the upkeep of the fisheries department during the coming year is the sum of \$50,000 to provide for the payment of a bounty for the destruction of hair seals in tidal waters. These seals cause great destruction to the inshore fish and the decision of the government to provide an adequate sum for their destruction is an indication that the fisheries authorities realize that the danger to the fishing industry from this source is a real one. The appropriation for the marine biological board of Canada has been increased by \$148,785, the total allocated for the work being \$348,885, indicating that the government is alive to the importance of the experiments carried out for the benefit of the industry at the Halifax and St. Andrew's, N. B., experimental stations. The total amount appropriated for the Dominion fisheries service during the coming year is \$2,243,385, an increase of \$297,785 over the appropriation made last year.



DIGBY Doings

By James J. Wallis

IN this section, the order of the day is in preparation for the lobster season, which opens on the first day of the next March. This work has been going on for the past few weeks. The boats have been painted and caulked, new traps have been made and the old ones repaired, the engines have been overhauled and put in condition, and everything is in readiness for the opening day.

The investment in the lobster fishing industry in this county is a large one, running up into hundreds of thousands of dollars. In all probability the villages on Long Island, Freeport and Tiverton, and Westport, on Brier Island, are the most actively engaged in this industry, but there are many villages along the mainland of Digby Neck and along the St. Mary's Bay Shore which will run them close seconds. Some of the fishermen will be setting out upwards to five hundred traps this season.

Indications are good, much better than at the same time last year. There appears to be little ice in the St. Mary's Bay, and if the weather keeps on any ways favorable, little time will be lost. The market appears to be good, and the lobster canneries are prepared to take care of the "tinkers."

During the month of February the scallop fleet fared somewhat better than during the previous month, weather conditions have proven much better, and the prices have been good, more especially in the New York markets. On the 26th, Captain Arthur Casey of the *Harvie and Ralph* got into a nasty bit of trouble in the bay. They had been dragging since early morning, and about noon developed engine trouble. After making makeshift repairs, they managed to proceed, and got within one and a half miles of the Point a Prim Light-house at the entrance of the Digby Gut before the engine broke down completely. Captain Casey signalled the light-house to phone the Bay View Life Saving Station for help, and in a short time he received a signal from Lightkeeper Ellis that it had been done. A heavy southwest wind coming up, drove them down the bay, along the shore line of the Digby Neck, and after several hours they were picked up by the scallop boats *Victor Halliday* and *Earl H.*, who towed the distressed boat to Digby, arriving sometime after nine p. m.

Captain Casey says that he has learned that the life boat was not at its moorings when his call for help was sent in—about one and a half hours before ebb tide—and could not be launched. However, he does not criticize the life saving crew, but the boat, which he says is almost useless for service. He himself, would not trust it five miles out of the Gut. He agitates a proper boat to leave port with the scallop fleet in the morning, and to return with them at night. A life boat at its moorings is of little use, especially when there is a fleet of some thirty boats dragging scallops at low tide.

Captain George Morrell's baby trawler, the *Symore* brought in her first fare to the Maritime Fish Corporation here recently, some 40,000 pounds of haddock and hake. Line fishermen have also had a very good month, although the catches have been rather spasmodic.

Digby was well advertised on the night of the 27th when the first hockey game for the championship of Nova Scotia was broadcast by the Pines Hotel, through CHNS, Halifax. Hockey has done a lot to put Digby on the map this winter, the local Red Ravens having won the championship of Western Nova Scotia and who are now vying for the Nova Scotia Championship against the famous Halifax Wolverines. The Ravens were defeated 3-1 the first game, but still have another to play. Bill Eldridge, of the Maritime Fish Corporation, is goal guardian for the Ravens, and is receiving considerable praise from the fans and sport writers in the province.

Orbin B. Sproule, former mayor of Digby, and at one time

(Continued on Page 28)



Canso District News Letter

By Cecil Boyd

SO far as the shore boat fleet is concerned this is now, and will continue to be for a month or two, the quiet period of the local fishing year. The only craft operating out of here at present are the steam trawlers, and of these there has been an increase of one since my last letter was written. The *S. S. Offa*, Captain Martin Olesen, of Grimsby, England, arrived here from her home port, via Halifax, N. S., on February 9. The trawler had been fishing on the banks before coming in and brought in a good fare of fish. She is fishing under contract with the Maritime Fish Corporation at Canso. Last winter Captain Olesen in the same craft was fishing for the Leonard Fisheries at Port Hawkesbury and Halifax, but frequently came over from Port Hawkesbury to Canso, as his home and family were here. Last spring he went back to Grimsby with the *Offa*, and had been operating on the other side until his recent arrival back here. The coming of the *Offa* makes two beam trawlers with headquarters here at the present time, the other one being the *S. S. Rayond'or*, Captain Chris Samuelsen, which is owned by the Maritime Fish Corporation, and of course, fishes for that firm.

A well known small freighter, the *S. S. Margaretville*, of 46 tons, which had been owned by the Maritime Fish Corporation branch at Canso for a good many years, came to a violent end towards the end of January. She was used by her owners to carry fish and other cargoes to nearby points, chiefly Mulgrave, where the train service connects with Canso boats, and it was at Mulgrave wharf that the old boat met her fate. While moored there she was struck by some heavy drift ice which has been coming down through the Strait of Canso all winter, and carried along quite a distance, about 180 feet. A strong current was driving the ice, and the old boat not being very staunch, went under in about ten minutes, the crew of ten barely escaping in time to save themselves. The captain was Angus MacDonald of Canso, his brother John MacDonald was mate, and Murdock MacNeil, engineer, both of this town, as were all the rest of the crew.

Captain Frank Lohnes, who owns one of the big boats in the Canso shore fleet, and is one of our energetic fishing skippers, has this winter sold his boat, the *Sarah Pauline*, to parties in New Brunswick. The *Sarah Pauline* is 34 tons, and carries power. She was built at Tanecook, N. S., in 1924 on Captain Lohnes' order, by Stanley Mason, who is now engaged in building another one for Captain Lohnes.

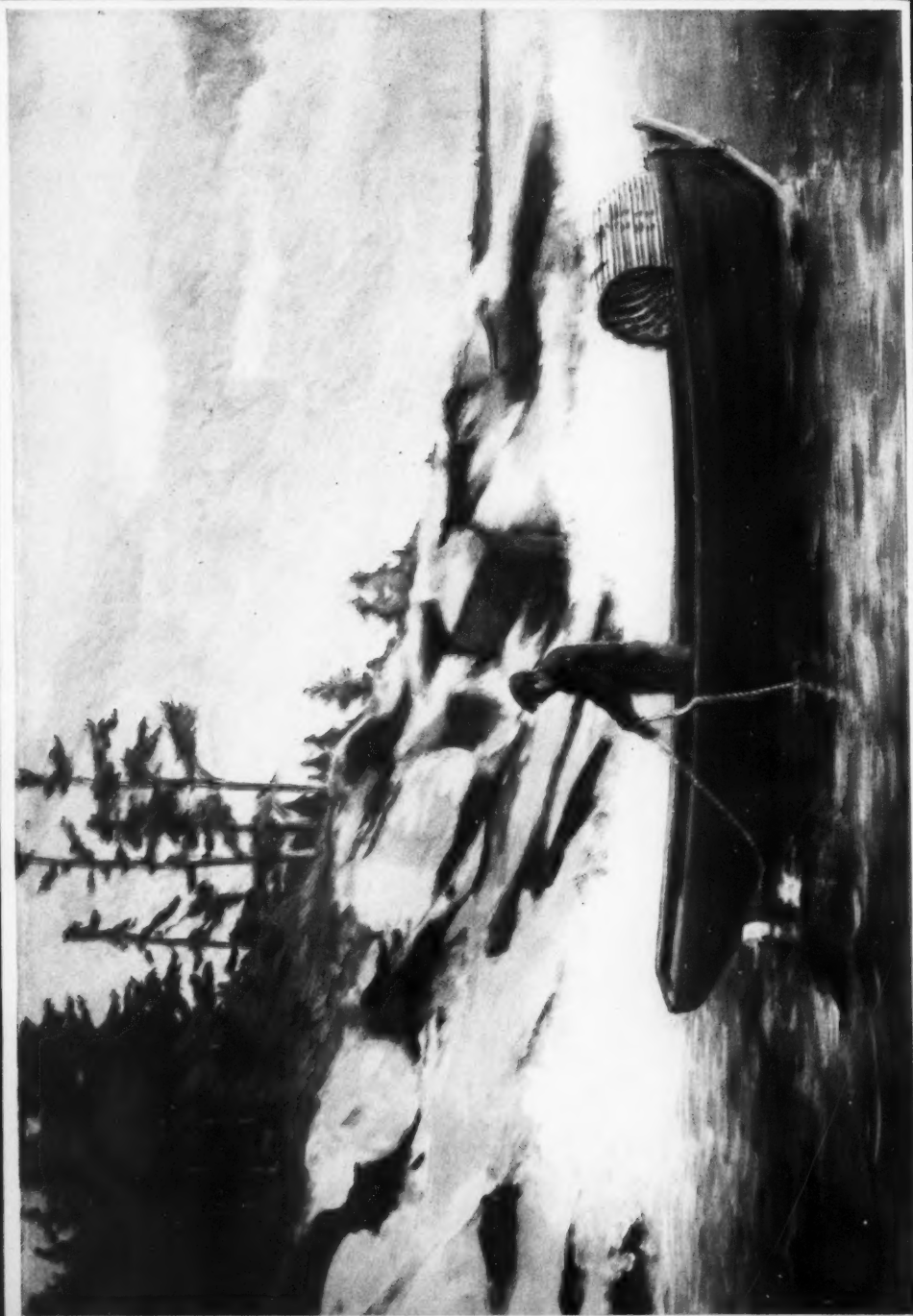
One of our winter occupations, and one which besides providing some employment in a slack season, is an important aid to the coming year's fishing operations, is the storing of the annual ice crop. This is in progress here now, in fact, will be completed in a few days, according to expectations. In spite of an unusually mild winter, the ice crop has been a good one. While the ice did not go over a foot in thickness, it is of the very best quality, all solid stuff, and clean, the lack of snow this season having helped to make it all clear.

The storing of the Maritime Fish Corporation's supply, and they are the largest users, is done under contract by S. W. Hagerty, of Monastery, Antigonish County, who has had the same job for some years past. He also fills up the icehouses of Leonard Fisheries and of Ansley W. Fader Limited. W. G. Matthews and Sons, who have a fine dam and two icehouses beside it, and store ice for sale, are as usual, putting in their own.

The popping up again of the long-talked-of project of the construction of the Guysboro Railway is causing a little interest hereabouts just now. For years and years, more years than one cares to remember, this proposed branch of railway for the County of Guysboro, a section which has been so long neglected in respect of transportation facilities,

(Continued on Page 28)

ATLANTIC FISHERMAN, MARCH, 1929



AMCO

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Telephone Connection

COGGESHALL BROTHERS
Producers and Shippers
Fish and Lobsters
4 SWAN AVENUE
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American Manufacturing Co.,
Gentlemen:

Newport, R. I., October 27, 1928

We thought that you would be interested to know that we have found your AMCO Fisherman's Rope far superior to any other rope we have ever used. Last season we outfitted our boats with AMCO rope in all sizes. The rope was so good that we had another good season. We firmly believe that the present season with the rope and the rope shows very little wear.

On May last 1928, one of our anchor lines equipped with until January of this year, was after lying on the bottom of the water for over eight months and was not picked up that we put it back for use. The AMCO treatment at least we feel confident it will last at least another season.

Prior to the time we bought your AMCO rope we used the ordinary best quality white manila rope and cost far more rope, neither of which ever gave us a full season's service. The fact that AMCO rope lasts so much longer than any other rope has made it possible for us to save considerable money.

Yours truly,

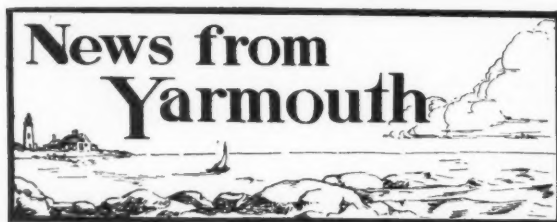
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CLIP THIS ADVERTISEMENT SO AS TO SAVE THE SERIES OF TWELVE WHICH WILL APPEAR IN 1929



(By the Lurcher)

AT a recent luncheon of the Yarmouth Kiwanis Club the members were treated to a very interesting paper presented by Kiwanian J. J. Clarke Robbins, entitled "Yarmouth's Ships and Shipyards." The organization in selecting Kiwanian Robbins, to deal with that particular subject, could not possibly have within its membership made a better choice. He is the descendant of several generations of shipmasters and ship owners and possessing a very retentive memory he is practically an encyclopedia on matters marine. In his paper he briefly reviewed the shipbuilding activities of the early settlement of Yarmouth and told of the building of a little shallop of about twenty-five tons on what is now known as Fish Point, in Yarmouth Harbor. That was in the year of 1763-64 and was the first vessel to be launched in Yarmouth County. Passing over the intervening years Kiwanian Robbins told his fellow clubmen that in 1840 there was found registered at the Port of Yarmouth, six barks, the *Sarah*, of 537 tons being the largest; ten brigs, ranging from 153 to 274 tons; four brigantines, and six schooners. From then on Yarmouth's fleet of ships, barks, etc., grew rapidly and in 1872 the late firm of Young, Kinney & Corning built and launched from the shipyard of Adolphus Hatfield, at Tusket, the ship *Rossignol*, 1,510 tons, at the time the largest sailing ship to be put afloat from a Canadian shipyard. In 1876, which was considered the peak year for Yarmouth's fleet, which by this time was to be found at every port of the seven seas, the registered list for the port showed three steamers, fifty-seven ships, eighty-four barks, two brigs, nineteen brigantines, eighty-nine schooners, with a total tonnage of 131,723. That made a grand total of ships built in Yarmouth for the one hundred years of 1,695 with an aggregate tonnage of 345,227. Kiwanian Robbins also gave a few interesting records of the Yarmouth ships and among other things in this connection he told that the brigantine *Herbert Huntington*, built in 1856, was the first Nova Scotia vessel to be fitted with the Forbes patent double topsail yards, while the barks *Talisman* and *Traveller*, built in 1872 for the late firm of Dennis & Doane, were the first in the province to carry top-gallant yards.

Another unique incident in connection with our shipping was in April, 1844, when the late Thomas Killam, on speculation, loaded the schooner *Clyde* with general cargo for Gibraltar. It consisted of 50 tons of ice, 32 fresh salmon, 6 fresh halibut, 900 fresh cod, which shows Yarmouth was almost the pioneer in the venture of shipping fresh fish, 1 carcass of veal, 26 barrels alewives, 12 barrels herring, 15 boxes smoked herring, 5 barrels pork, 2 kegs lard, 1 cwt. cheese, 40 barrels potatoes, 1 box cranberries, 40 small spars, 1,200 staves, 10,000 shingles, 1,200 ash oars, 19,000 feet of boards. There is no record of the condition of that cargo on arrival at Gibraltar or what returns Mr. Killam obtained through his speculation.

On Saturday and Monday, June 21 and 23, 1879, fourteen Yarmouth owned ships and fifteen barks, aggregating 29,239 tons, were reported as arrived on those dates at different ports of the world. Another record to which Kiwanian Robbins referred and one that stands, so far as is known until this day was made by the ship *Tollington*. This vessel of 1,062 tons, was launched at Tusket on September 12, 1877, and was towed to Yarmouth to be rigged after which the ship was ballasted and sailed for Philadelphia. Arriving there the *Tollington* discharged its 600 tons of ballast, loaded 61,000 bushels of grain for Hull, England, sailed and arrived at that port on November 6, 1877, or just fifty-four days from the time the vessel left the ways at Tusket, the passage to Hull being made in twenty days.

In concluding his very valuable paper Kiwanian Robbins touched briefly on the heroism of the old time Yarmouth sailormen and referred to the rescue made by Capt. David Cook, of the 500 ton bark *Sarah*, when in the fifties of the last

century, he took off the 350 emigrants from the United States emigrant ship *Caleb Grimshaw*, afire in midocean, and landed them safely in New York.

The Canadian Department of Marine and Fisheries at Ottawa, has given notice that a bell buoy is to be established off Chegoggin Point, off the coast of Yarmouth. Its position will be about $\frac{3}{4}$ -mile $216^{\circ} 30'$ (S. $56^{\circ} 30'$ W. Mag.) from the southwest extreme of Chegoggin Point, in latitude $43^{\circ} 50' 30''$, longitude $66^{\circ} 10' 42''$ taken from the Admiralty Chart No. 2537, (Large corrections, July 1927.) The buoy will be red steel surmounted by a bell which will be rung by the motion of the buoy on the waves.

The Lockport schooner *Archie MacKenzie*, Capt. Ralph MacKenzie, was the first fresh fish arrival at this port for 1929, came in on February 14. The vessel had about 600 pounds fresh halibut and 46,000 of haddock and other fish. The fare was purchased by Austin E. Nickerson, Limited, and the schooner stocked over \$1,200 with the crew sharing about \$60 per man.

Copies of the new regulations governing the inland fisheries have just been received from the Department of Marine and Fisheries at Ottawa. It is a volume of useful information.

A sad affair took place at Sluice Point, Yarmouth County, a few days ago when Lionel Bourque, 17 years old, son of Mr. and Mrs. Dennis Bourque, of that place, was drowned. With several other men the young man was smelt fishing and they had walked on the ice in the Sluice Cove, to a point where the fishing was usually good. That day there was an unusually high tide and while the men were engaged in their fishing the water rose to such a height that the ice started from the shore and when they finished their fishing and were ready to return to land they found a strip of open water from seventy to eighty feet wide between them and the coast. Lionel Bourque and three others, jumped on to a large cake of ice, with the object of using it as a raft on which to reach terra firma. They had only gone a few feet from the large ice field when the cake began to settle in the water. Lionel Bourque jumped from the cake on the opposite side and between it and the main field. He made an effort to reach the large ice, but was unable to do so and the several men there were unable to render him any assistance, as there was not a pole or a piece of rope of any kind by which they could reach him.

The Shelburne Shipbuilders, Limited, of Shelburne, Nova Scotia, recently launched a handsome fishing schooner, named *Dot and Hellie*, after the two young daughters of Mr. and Mr. R. P. Bell, of Halifax. The vessel was built for the Lockport Company, Limited, of which Mr. Bell is President. The schooner was designed by W. J. Roue, of Halifax, designer of the champion *Bluenose* and is 102 tons register. The vessel will be equipped with motors of the crude oil type and will have good power. The *Dot and Hellie* will be sailed by Capt. Bert Payzant, of Lockport, and will engage in the fresh fisheries out of that port.

The Weymouth tern schooner *Rose Anne Belliveau*, Capt. R. V. Comeau, recently went ashore near Tiverton, on the St. Mary's Bay coast and became a total wreck. The vessel has since been floated and towed to the east shores of that Bay and beached near White's Cove, near where she was built and launched, in 1919. When the craft was lost it was bound from Turks Island to Yarmouth with a cargo of salt for the firm of Parker-Eakins Company, Limited.

The Yarmouth Cold Storage Company, Limited, is just now paying considerable attention to the establishing at its plant a process for the production of brine frozen fillets. The plans now under consideration are entirely different to those used by various United States firms and are along the lines of those worked out by the Biological Board of Canada, at the Halifax Station in charge of Dr. A. G. Huntsman. The Yarmouth Cold Storage Company is the first individual concern in the province to take the matter up and give it serious consideration. The plans and specifications which the company intend to follow have been approved by the directorate and are now in the hands of the consulting engineers. The work it is stated will be commenced at an early date and will be rushed to completion, the large section of the building at present used as a cooling room, will be utilized for the new plant.

Extensive preparations for the coming lobster fishing season are now going on all along these shores and many fishermen are already at the various stations practically ready for the opening of the season on March 1. Many thousands of dollars worth of new gear will on that date go into the water

(Continued on Page 23)



By M. E. McNulty

WILLIAM Comeau, who died recently in St. John, N. B., was a veteran fisherman. He was born at Melbourne, N. S., and took up fishing as a livelihood when in his early teens. He made his headquarters at various fishing ports along the Nova Scotia shore of the Bay of Fundy, for many years. In recent years he had been living in St. John. For the three years prior to his death, he had not been fishing as actively as previously because of an ailment of the heart. Death came very unexpectedly although he had been in very poor health for about six months prior to the end. He died within a few yards of the harbor front at St. John.

Charles W. Thomson, who died recently in St. John, was for many years fish inspector for the department of marine and fisheries at St. John. His death was unexpected, although he had been in poor health for about a year. He was 62 years old and was born in St. John.

All of the men in a party which went through the ice while motoring on Bay Chaleur were identified with the fisheries at Little Lamèque, N. B. This is a fishing settlement on Shippigan Island. They were en route to the mainland from the island, the distance being about five miles at that point by ice. Unknown to the motorists the ice had softened and the car, a sedan, went through. Those drowned were: Andrew Dugay, Thomas Jones, Joseph S. Noel, Joseph Chaisson and Mrs. Noel.

The smelt fishermen of the lower Miramichi have had a great deal of trouble and expense this winter because of lack of strong ice through which to fish the smelt. For a month after the opening of the season, the smelt fishermen on the lower river were unable to fish because of no ice. Then, when ice did form, it was thin. This did not deter the fishermen from setting their nets as they were anxious to make some catches and get away from the idleness. They took the chances of the ice breaking away and going out to the Gulf with their nets. This is just what happened. Not once but several times through the season. Just what the total losses are for the season in lost gear nobody knows exactly, but some claim the total will reach around \$120,000. In one breakup, the number of nets lost was about 700. These nets cost the fishermen from \$100 to \$150 each. At Neguac, which is one of the leading smelt fishing sections on the river, the fishermen were very hard hit by the ice breakups. In one of these mishaps, 300 nets were lost at Neguac, alone.

Affected by the breakups of the ice have been only the fishermen in the lower part of the river. Above Chatham the men have had little interruption since the opening of the season on November 29.

The highest price received by the fishermen for their smelt has been 16 cents a pound, this being paid on the ice at the fishing holes to the men by the buyers. The demand for the fish has been good, the price seldom going below 12 cents a pound.

Net fishermen operating at the mouth of the Restigouche River and along both the New Brunswick and Quebec shores of Bay Chaleur are hoping for improvement in the catches and prices this year. Last year conditions with these fishermen were only fair. The catches were quite good but the prices were not as good as expected.

Grand Manan fishermen have been complaining about the prevailing prices offered for the shipping lobsters. They have not been able to get more than 22 cents a pound for the lobsters. Several years ago they had little difficulty in getting from 25 to 35 cents a pound at their own properties, from the buyers, who make the rounds in the tankboats.

Construction work has begun on a cold storage plant in Moncton, N. B. The primary mission of this plant is to cater to the fisheries of the upper Bay of Fundy, North-

umberland Strait, and as far north as Chatham. The promoters of the plant announce it will be in operation during August. Moncton was chosen as the site of the cold storage because of it being the most central point in the Maritime Provinces and a railroad operating base for the Atlantic region. Financing of the cold storage has been chiefly by Montreal capital, with George Whittaker as the promoter of the scheme. Grover S. Sargent, also of Montreal, a refrigerating engineer, has been in charge of the technical plans for the plant. Enough land and a siding have been leased to the cold storage company for 50 years. All three of the Maritime Provinces will be represented on the board of directors.

A new engine of 45 h.p. was installed in a lifeboat belonging to a station on Little Wood Island, of the Grand Manan group. The boat was brought to St. John for the installation of the new engine. In addition to being equipped with the new engine, the boat was given a thorough overhauling at St. John. The Little Wood Island life saving crew came to St. John to take the boat back to the station.

Two members of fishing families were joined in wedlock recently at West St. John, when Miss Lucy Amirault of Fairmouth, N. B., became the bride of Arthur d'Entremont of Centre East Pubnico.

Catches of haddock, cod and pollock around Grand Manan have been very good during the winter, particularly around the northern part of the big island. The prices for these fresh fish have been better than usual and much better than for other fish. The demand for the haddock, cod and pollock has continued good. The Boston market has taken a large percentage of these fish via Eastport.

The fishermen of the north shore have been more satisfied with the catches than with the demand and the prices of their catches. More of the boats have been engaged in fishing than ever before, and this applied also to the men from as far back as eight years, at least. The yields of mackerel, cod, haddock, lobsters and herring have all been considered good. During the winter the smelt have been plentiful, but the lack of ice has been a drawback, together with the losses sustained when the weak ice broke up and carried the gear to the open sea.

The fishermen are looking toward salmon drifting more thoroughly than ever before. Last year the salmon catches were better than ever before and the market was good. Indications are that salmon drifting will get more attention this year because of the stiffer prices, than for other kinds of fish except the lobsters.

One of the most consistent buyers of fresh fish along the north shore including Bay Chaleur has been C. M. Wilkinson, who has handled a large gross of haddock, cod, mackerel, herring, salmon.

The cold storage plant of A. & R. Loggie has held large quantities of all kinds of fish, and shipments have been made from this plant to various states and provinces.

The producers are in agreement that the outstanding need of the north shore fisheries is a better general market. Difficulty has been experienced in selling all the fish caught there at profitable prices. The fishermen believe the government should help to develop the fish markets, for there is plenty of fish available and not enough activity among the buyers. The prices to the north shore fishermen are lower than they should be when one considers the prices paid by the consumers. Cod and mackerel catches in Bay Chaleur were excellent but the prices not so good as they might be, although better than they had been in the past. There was a rather spotty demand for both these fish, sometimes very good and other occasions not as attractive. Salmon catches were fairly good and the market was better than for most other fish except lobsters. In the lobsters the catches were poorer than usual.

J. Huntley Corbett of Petit Rocher has been one of the busiest smelt buyers and shippers of Bay Chaleur this winter. He has been sending out the smelts in carload lots to various markets. Another heavy smelt shipper in this territory this winter is J. Bennett Hachey of Bathurst, who also has been shipping to outside markets by the carload. J. G. Robichaud of Shippigan is another who is shipping large quantities of smelt this winter.

Fishermen along the Charlotte shore of the Fundy are looking for a better year this year than last, both in the sizes of the catches and the prices. The sardine fishing of

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Canso District News Letter

(Continued from Page 23)

has been talked of, (particularly around election times, of course), and once or twice seemed about to become an accomplished fact, but something always put the extinguisher on it for the time being. According to press reports, however, it is likely to be put in the estimates at Ottawa this session. The end of line, as proposed would be at Guysboro town, the County town, about 32 miles from Canso. If it stops there, it would be of very little, if any, use to the fisheries of this county. The only hope, in that respect, would be that an extension to Canso might come later.

In this connection, a meeting of the Canso Board of Trade was held in the Town Office on Friday, Feb. 15th, and the following resolution passed:—

"The Canso Board of Trade hails with delight and satisfaction the reference in the press to the building of branch lines of railway in Nova Scotia, and in particular, to the specific reference to railway accommodation for Guysboro County.

"It is noted that the Board of Railway Commissioners is submitting for the approval of the Minister of Railways and of the Government, a plan to construct a branch line running from Sunny Brae in Pictou County to the town of Guysboro in Guysboro County, a distance of 67 miles. In the press report it is stated that the proposed construction is to provide better transportation facilities for agricultural and fishery produce.

"The Canso Board of Trade respectfully points out that a railway between the points of Guysboro town and Sunny Brae will not be of any service to the fishing industry whatever.

"The proposed route, if correctly stated in the press report, will only serve a small section of the lumbering and farming industries of the County. There is practically 150 miles of coastline, almost wholly given over to the fishing industry, and which, until the establishment of a smacking service within the past year, were so isolated as to be unable to prosecute the fresh fish industry at all.

"The smacking service centres in Canso which is the natural headquarters for eastern Nova Scotia. Any railway project for Guysboro County, which does not tap the fishing industry at Canso, will fall short of meeting the needs of the industry.

"Therefore, be it resolved, that the Canso Board of Trade, while heartily approving of the project to give attention to Guysboro County railway needs, emphatically declares that any project which does not include the great fishing industry of the County in its service, will be altogether inadequate."

And so say all of us.

The St. John Section

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the last season was poor in both catches and prices. The packers paid very low sums for the little herring. To make matters worse along this shore, a large proportion of the small herring caught in the weirs were too big for canning as sardines. Without good catches and good prices for the sardines, the Charlotte producers find the year unsatisfactory, as the sardine is the big item.

Harry Belyea of Carleton who hid in a fishing lot on Navy Island for \$15, which was leased for \$360 the previous year, is also a boat builder at Carleton. Mr. Belyea has built all kinds of small boats for use in fishing, rowing and also single shells for sculling. He was an oarsman in his youth, and is a member of one of the leading fishing families of Fundy.

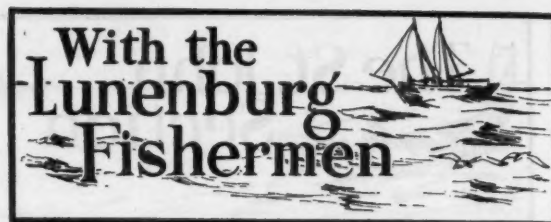
News from Yarmouth

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as the fishermen this season easily average 100 new traps per man. In addition several of the fishermen have either built or have had built new boats. These are equipped with either a 25-40 h. p. or a 25-30 h. p. motor which gives them all exceptionally good power.

After being pounded about the North Atlantic for twenty-one days, thrice blown hundreds of miles off the coast, twice hove down almost on its beam ends, the galley stove knocked over and wrecked and the crew's quarters forward hardly tenable, and consequently all hands for days living aft, and so far as provisions were concerned down almost to the last loaf, the LaHave tern schooner *Jean F. Anderson*, Capt. N. H. Pentz, arrived in Yarmouth recently from New York, with a part cargo of hard coal.

The large tern schooner *Whiteway*, of Parrsboro, Nova Scotia, which early last fall went ashore at Kelley's Cove, on this coast, and was afterwards floated, taken to Meteghan, Digby County, and thoroughly reclassified by the Meteghan Shipbuilding and Marine Railway Company, Limited, is again ready for sea. Although at the time the vessel was wrecked the craft was sold at auction, Capt. Wasson, who then owned the *Whiteway* at the time, repurchased the schooner and is again at the helm. The vessel has been chartered to go to Turks Island and return with salt.



By H. E. Arenburg

MORRIS Berringer and Albert Morash, dory mates and members of the crew of the new schooner *Besemer*, Capt. Thomas Himmelman had a narrow escape from drowning when on the Banks, a huge wave overturned their dory, precipitating them both into the water. The men had been out hauling in their trawls and were returning to the vessel when the accident happened. It was blowing a gale with a rough sea, but the men managed to crawl onto the bottom of the dory. Their predicament was seen by men on the vessel, who immediately set out and rescued them from their perilous situation. The dory with all its effects was lost. The *Besemer* recently arrived here from her maiden trip and is about ready to sail on another.

E. C. Adams, has resigned his position as managing director of the Lunenburg Outfitting Company, Limited, which post he has held since the company was organized in 1917. He is succeeded in this position by S. B. Hirtle.

Schooner *Jean Smith*, Capt. Albert Selig has returned from the Bay of Islands, Newfoundland, with a cargo of frozen herring for W. C. Smith & Co., Ltd.

The firm of Smith & Rhuland, shipbuilders, recently added another splendid specimen of their craftsmanship to the Lunenburg fleet, the schooner *Kromhout*. The new schooner will be operated in the fisheries under the command of Capt. Ross Mason. She is 116 feet overall, 25 feet beam, and 11 feet depth of hold. She will be equipped with an 80 h.p. *Kromhout* engine, installed by Silvers, Ltd., of Halifax. As the bows of the schooner dipped into the water of Lunenburg Harbor she was christened *Kromhout* by Miss Ada Knickle. The new schooner will be outfitted by the Lunenburg Outfitting Co., Ltd., to whose fleet she will be a fine addition. S. B. Hirtle of the Lunenburg Outfitting Co., Ltd., is her managing owner.

The schooner *Versailles*, Capt. Gerhardt, loaded a cargo of dry fish from Robin, Jones & Whitman, Ltd., for Porto Rico. She will then proceed to Turk's Island, and bring a return cargo of salt.

The schooner *Ronald George*, Capt. Dan Romkey, and *Harriet Vivian*, Capt. William Deal, on a fortnight halibut trip, shared \$130 and \$116 per man respectively.

A number of the fishing fleet here hauled in and are fitting out for the early spring trip. Three or four of the vessels are ready now and only await bait.

The schooner *Agnes D. McGloshen* has been loaded with a cargo of dry fish by William Duff for Porto Rico. Her return cargo will be Turk's Island salt.

The tern schooner *Capt. La Have*, has discharged a load of Turk's Island salt at the firm of Zwicker & Co., Ltd.

Capt. Irvin Corkum, of Middle LaHave is having a new handline fishing schooner built at Mahone Bay. Capt. Corkum expects to have his new vessel ready to leave for the Banks early in April.

Capt. Arnold Parks and family have moved into Lunenburg from La Have, occupying the house of the late Mrs. Charles Smith, which Capt. Parks recently purchased.

Digby Doings

(Continued from Page 23)

head of the firm of D. & O. Sproule, wholesale fish dealers, Digby, died suddenly in Edmonton, Alberta, on January 25th, at the age of 72 years. He had been living in the Canadian West for 17 years. D. & O. Sproule were exporters of fish and potatoes, and had built up a big business in the West Indies and Cuba. Among their vessels were the *Quickstep* and the *Daisy Linden*.



By Joseph O. Allen

THE high average of winter fishing that we folks have enjoyed for the past few years has held up pretty well thus far and although February brought us the lightest week of the winter, it also brought us the heaviest one, which rather evens things up. So, as February slacks her sheet and pays off to leeward, the general feeling regarding the luck is one of satisfaction.

There have been no unusual kinks to appear in the natural and normal system of business in these waters. All boats have been either otter or line trawling, mostly the former, regardless of their size or tonnage, and they have all worked a common ground that has held up well until the very last

school was no visiting delegation, but a general tribal movement and that we are to enjoy an honest-to-god haddock fishery here.

The fleet of western boats that came down to fish around the Island before Christmas, are still with us and they have been doing well up to the very last week in the month when things dried up somewhat.

We have had no real gales, very little snow and hardly any weather that has kept the boats in for any length of time. When it has breezed in the daytime, it has usually slackened up at night and the boys have gone out and scraped up a trip by the light of the moon or some artificial illumination.

This custom resulted in what narrowly missed being a bad accident one night a while back. Captains Reginald Norton and Manual Canha ran out of Menemsha Bight about sundown and headed offshore in the general direction of Portugal. They got out on the bank, several miles from No-man's-land, the nearest land, and fished until nearly midnight when it breezed and the water began to get too kinky to work in comfort. It began to snow about the same time and came driving before a no'th-easter as thick as meal.

Norton took the lead, being the more familiar pilot and Canha followed as they ran in. Norton raised the Hooter buoy, but the snow kept blinding him so that he steered partly by range and part by compass, watching for a glimpse of the light between the flurries of snow. This made him wab-



Lunenburg Trawler *Geraldine S.*



Photo by Knickle.

Rumors around Boston that the Geraldine, the first Canadian built and operated trawler, was lost caused anxiety during January.

end of the month when the luck ran thin, so to speak. Some of the boys reckoned that the shoal has been completely turned over and that the fish are underneath.

The line-trawlers have been hampered more by weather conditions than they were last year and their catches have been smaller as a whole, but it is very noticeable that the cod are still running large, many more steakers being taken than ever before. Previous to this winter, it has been the rule that the bulk of the Vineyard catch of cod would run to market size. This has no doubt been mentioned before. But with the coming of cold weather this last fall and the start of the cod-killers to doing their stuff, all hands and the cook have thrown a fit every time a trip landed when they sized up the average length overall of the fish.

Another thing, we have mentioned the haddock as being more plentiful than ever was known before. They are still hanging on and it seems to be the general conclusion that the

ble considerably as he steered and all at once his boat yawed and fell into the trough of the sea. Canha, following close, had just time to throw his engine into reverse before his boat struck Norton's. The stem struck squarely on the sheer, just forward of the shrouds and cut through the ribband and the plank beneath. She didn't make a drop of water and both boats came in all right, but it was no joke for a few minutes, while Norton was taking account of damage and wondering whether he would have to leave his boat out there.

There is considerable to say about scallops here this year although it is a question, how much the tale might interest mainland folks. It has been previously reported that we have had a wonderful season and that is true. There are still some scallops being taken and the market has held up well. But that is only part of the story. In Vineyard Haven harbor, a few boats have been taking small catches of scallops since the season opened and these shellfish have

brought more than any others marketed in New York, hitting eight dollars a gallon. We have a wonderful breeding place here for scallops and other shellfish, which lacks salt and there is more and more talk of an attempt to open the channel to allow a free circulation of water in it. If this should come to pass the Vineyard would probably have the finest shell fishery on the Massachusetts coast.

Water in this pond, which is entirely landlocked except for a channel a few fathoms in width, runs to sixty feet in depth and in years gone by it was used for a harbor in which whale ships and other vessels laid up in winter. The channel has been bridged, and a main travelled road runs across it which, of course, would have to be laid out in another direction if the channel was to be used extensively by boats. What may materialize is a puzzle and any man's guess is a good as another's but there are plenty of fishermen who would be made happy if the thing is done.

In the list of semi-social events and other material for light reading, we have to report that Manuel Swartz, skilled artisan and ship-builder of Edgartown, has reformed, forsaking house-building to lay the keel of a new boat in his shop. Strangers to the Vineyard cannot realize what a relief and source of satisfaction this is to us old-timers who were brought up to believe that a ship-builder was several degrees higher in the scale than any mere house-carpenter or cabinet-maker.

It is also noted that Stanley Poole of Menemsha Bight, son of the intrepid Captain Everett Poole, the swordfish strangler, figured in a shooting affray a short time ago and to date, is unable to give any definite information as to who or what came out best.

Sizing up a rising bank in the no'th-east through the kitchen window, Stan observed a huge rat cruising about the woodpile under short sail, evidently in search of supplies. Realizing that the rat would keep off and scud if he opened the door, Stan ran upstairs and opened a window through which he leveled his trusty 12-gauge loaded with dynamite and barbed wire. Stain aimed, shut both eyes and pulled both triggers with a result that no one would ever dream of.

When the smoke had blown away and the house had stopped trembling and the sea had flattened out in the anchorage basin below, Stan crept dizzily down the stairs, having first drawn his gun from the total wreck of the window. Going out into the yard, he started for the woodpile in search of the mangled remains of the rat that he expected to find. But he couldn't find the woodpile. Several cords of oak wood, stacked carefully against the shed had disappeared completely. Moreover, the trees and shrubs in the vicinity had been stripped of all bark and small branches, the stone wall had been scoured and blasted white with the scattering charge and as for the rat, well, a large hole marked the spot where it had been standing, that's all. The strange thing about it all is, that of all the wood, etc's, that was blown clear, nothing has come down yet.

Under social events, because it's not the regular thing, comes the report of the high-line eel-spearers of Edgartown. The ponds freeze up hard enough for eeling about as often as we elect a president, here on the Vineyard and when that happens, every old-timer and many of the younger ones take a day off and spear eels. Well, everyone that was ashore in Edgartown, except the hopelessly sick and crippled, turned out when they got the freeze and got about four day's of eeling. It won't do to say how many they got, for everyone who had eels kept what he wanted to eat and gave away more or less, but over six tons were barrelled up and shipped which is pretty fair eel spearing.

It is with a saddened heart that we report the death of Captain Percy G. Tilton, who died of pneumonia on January thirtieth. Percy was one of the most popular of our young fishermen and was well known by many who touched at the Island ports on their summer cruises after sword or mackerel. He was only thirty-four years old, but he had done a lot of living.

In eighteen months in France, during the World War, Percy took part in four major engagements including the Ypres-Lys and Meuse-Argonne. He was cited for distinguished action under fire and came home to marry and set up a home that now contains two little children beside the wife he had to leave. Practically the whole Island went into mourning when he passed on, and his funeral, conducted by the Masonic Order and American Legion, was one of the largest and most impressive that had ever taken place here. All hands did their best to show his family how much Percy was honored among men, but his loss leaves a gap in the ranks of the "regular lads" that will not soon be filled.



By Henry H. Brownell

THE main feature of note in this section has been the mildness of the weather and the very successful results attained by the hook trawlers out of Newport. It is many years since so many haddock have been caught by this means. About fifteen boats making up the fleet of hook trawlers and some of the Hampton type boats that have commenced to base at Newport were very lucky to have such good weather as to enable them to fish on Coney's in midwinter. Due no doubt to the fact that about fifteen boats were engaged in hook trawling, some of them lost gear by the otter-trawlers' operations inshore.

Jesse Crowell, well known lobsterman, has nearing completion the first Hampton type lobster boat built in the State. She is 30 feet over all and nine feet beam. This is one of five new lobster boats under construction at Newport. Capt. Crowell says it is his intention to install a Palmer engine in the above craft that will make her one of the fastest boats of her kind. This type of boat has always had the name of being fast with small power.

A fleet of boats, estimated to be as many as fifteen on some days, has been dredging quohaugs in the Seaconnet River off of Third Beach. These boats, which were no doubt from Massachusetts, were undisturbed by any of the State authorities in spite of the fact that no dredging of quohaugs is allowed in the waters of the State by non-citizens under the Shell Fish laws. Some boats have been working just over the line in Massachusetts waters up off Fall River.

No doubt some surprise was evoked by recent correspondence of mine on the subject of trap fishing legislation. It might be thought that a discussion of this sort was untimely as there is no trap fishing of any kind now going on, but the session of the State Assembly is January to March when all legislation of any kind must be enacted. Now to return again to the subject of the much criticized trap fishing law passed at the 1928 session, I have not given much attention to the interests of the fishermen who are in favor of the above regulatory measure and I have been asked to give their side of the story a little publicity. They say that there are certain interests in the trap fishing business who when any measures were proposed to regulate the industry, even if beneficial to the fishermen, always have worked against such helpful legislation with the cry "they are trying to take away our constitutional rights," and that they had also enlisted the help of many fishermen on their behalf as a result of the above cry of loss of constitutional rights, and that the fishermen who in the last five or six years had rallied in defence of their rights which they mistakenly thought threatened loss of constitutional rights is the old story of the boy who cried, "wolf, wolf," when there was no wolf.

The commission appointed by Governor Case to study the advisability of a consolidation of some of the numerous commissions that have the fishing industry under their jurisdiction has brought in a report in favor of sweeping consolidations. Under their recommendation, eleven existing commissions will be combined under the State Department of Conservation. These are the Metropolitan Park Commissioner, Commissioners of Inland Fisheries, Commissioners of Shell Fisheries, Pilot Commissioners, Harbor Commissioners, Commissioners of Pawtucket River, Bird and Game Commissioners, Board of Purification of Water, Commissioners of Dams and Reservoirs, State Conservation Commissioners. If the recommendations of the committee are followed out, no doubt it will materially strengthen all laws coming in the scope of the various commissions. As the main weakness of all fishery laws in the State has been caused by the over-lapping of the powers of the different commissions with consequent argument as to who has the jurisdiction.

It is announced that Southeast Light on Block Island will be changed on April 16th from a fixed white light to a green one, flashing at intervals of three and three-fourths seconds. This is one of the most important lights on the coast.



By J. R. Leonard

I AM hoping from month to month to be able to give a lot of news to the readers of good fishing conditions around Long Island. Will have to wait a while longer I guess.

The cod fisherman off the south shore are about the only fishermen hereabouts who are making more than a bare living. They average two or three days a week going off the beach in their boats, most of them are now using out-board motors, thus enabling them to set a larger number of trawls than when the "white ash breeze" was used.

Bay scalloping around Peconic Bay and Sag Harbor is still fair. The Sag Harbor fleet now numbers but four or five sail, where there were at one time a fleet of sixty. Some eeling has been done recently through the ice, some

The open winter has enabled many of the fishermen to turn their hand at eeling and clamming in creeks, coves, etc., around the Island. Many who have been out of work on shore have eeked out their larder and put a few shingles on the roof. In the past years at this time the waters around Shetter Island and Gardiners Bay have been plastered with fykes. Merton Byington and Alex Leno of Shetter Island are the only fyke fishermen this year. With the beam trawler bringing in hand size flats, and very few of them, there is no encouragement for the fyke fisherman. His catch as a rule runs to a smaller fish than the dragger.

Edward Payne of the Meeox Coast Guard Station, and Theron Squires of Bridgehampton, had a few anxious moments the first part of February. They were about two miles off shore in a small boat, looking after some nets, and the sea became so rough that they could not return. Capt. Miller of the Coast Guard, organized a rescue crew and went after them, and they too went east until a power boat, sent from the Water Mill, towed them both in, to their relief.

The sea scallops off Fire Island have again disappeared. It doesn't seem as though the supply is exhausted, but as though they move. It has happened before and is not a condition relished by many who derive a good living from them. The boats and gear used represent an investment from \$9,000 up and a number of new ones were launched a year ago that have not paid very much of their cost. The

The Gleaner as she looked a few hours after grounding on Stony Beach in lower Boston Harbor, February 7.



of them taking fair quantities. The low tides of late have uncovered bottoms never seen before by any local person now living and have yielded some clams of enormous size.

One ex-captain living near Sag Harbor has a very unique if not very accurate time-piece setter. He was hailed one morning thusly: "Good morning Capt. H—, what time is it?" "Waal, I may be a leetle mite slow, or mebbe a leetle might fast, but I set her by the red buoy this mawning," and then his hailing friend knew just what time it was.

Capt. Clark of the sloop *Helen* is aboard his sloop after a touch of illness and feeling quite fit.

The trap fishermen at East Marion have been very busy this winter getting out stakes, building boats, making traps, lobster pots and the various things which are needed for another season. After the season which just closed two or three months ago, a man with their success has some ambition and last but not least a few shekels handy to start another season. We all know that a started season well equipped with first class gear, all clear, and money in the bank, is conducive of a high grade of ambition.

scallops of the last re-appearance were smaller than heretofore and brought a lower price.

James Reilly, thirty years, one of the crew of the tow-boat *Manut* was drowned in the East River, when his tug collided with a tug of the Lackawanna Railroad. James de Veney, another member of the crew, was rescued by a ring buoy after he was also hurled overboard.

Fast footwork on the part of the crew of the gasoline scow of the Standard Oil Co., saved their lives on Feb. 11th. The scow was unloading gasoline at a dock at Inwood, on Jamaica Bay, when a small explosion on Socony Tug No. 27, tied alongside, set fire to it and in turn to the scow No. 112. Engineer William Boiler and Oiler William Shea attempted to extinguish the flames but were unsuccessful. After being badly burned they fled ashore with the crew of the scow. They had barely reached shore and thrown themselves flat when the scow exploded, the 1,000 barrels of gasoline still left aboard. The blast rocked buildings and shattered windows for a long distance. Firemen near

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Fishing Notes from Maine

(Continued from Page 20)

Director H. D. Crie of the Maine Sea and Shore Fisheries Commission, recently appeared before the Congressional Ways and Means Committee at Washington, and state that the New England Fishermen are in direct competition with Canadian fishermen who catch three times as many lobsters at one-sixth of the cost per pound, but the consumer does not get the benefit, as the dealers generally, when the price is high do not keep stocked up, but when the price is low, do keep stocked up and sell at the average high price. He then asked for a duty of ten cents a pound on all lobsters imported into the the United States from Canada. It costs 25 cents a pound to produce lobsters in Maine, and the lobstermen must have ten cents a pound profit if they are to support their families, or otherwise they will have to go out of the business. During October and November last the Maine fishermen had to

The story of the appearance, disappearance, and reappearance, of the tile fish is interesting. Capt. Kirby and his crew then landed several thousand pounds of a new kind of fish. None of them had ever seen such a fish before. He asked many who saw the fish, what it was, and hundreds of fishermen and fish dealers came to see, but none recognized the fish. Then a specimen was forwarded to the Bureau of Fisheries at Washington, and eventually an answer came from Washington. It was pronounced a new species, and was named, *lopholatilus chamaeleonticeps* which was translated—the crested tile with a chameleon-like head. Fishermen wouldn't handle that name comfortably, so the fish was soon known as the tile fish. It's size ranged from five to fifty pounds, and it somewhat resembled a dolphin and a wolf-fish. It had a body somewhat like a cod. The head is large and well formed, and the tail is stout like that of a salmon. It was spotted with greenish yellow patches. Capt. Kirby's men called it leopard fish. It turned out to be a good food fish. Then the Bureau of Fisheries set out to create a demand for it, and to establish it in

The New Frost Yard, Jonesport



At the left is seen a 38-footer going overboard. This boat is powered with a 28-36 h. p. Red Wing, speed 12 miles. It was built for W. T. Rose, Portsmouth, N. H.

sell their lobsters at twenty cents a pound, at no profit whatever. There are in Maine 25,000 people who depend on the lobsters for a living, and they are justified in asking for this duty on Canadian lobsters imported into the United States.

Walter Young had great luck handlining out of Pleasant Point.

The five beam-trawlers operating in Passamaquoddy bay have been getting great catches of flounders.

Great quantities of clams are being canned in Eastport, and diggers and boatmen are in large supplies.

The lobster smack *Aerolite* has been a recent caller in Jonesport harbor.

The Camden Sardine Company expects to employ a hundred women and girls and fifty men. The first of March they will commence salting ground fish, and from mid April to July first will take sardines according to the run of fish. The plant is nearly in readiness.

Indications are that stocks of sardines on hand at Eastport will all be sold out before Spring.

At Teek's Cove, Port Clyde, all the fishermen have just had good catches of smelt. Smelters at Mt. Desert are doing well. At Addison the smelters are beginning well. Six of the smelt shanties of the Kennebec river colony are now on the broad Atlantic headed toward Europe. They passed out by Seguin Light on the 14th.

Irving Christy, World War veteran of Surry, escaped from the Surry disaster but lost his smelt camps.

Many fishermen of West Sedgwick have moved to Surry.

Roland Alexander of Brunswick has the prize smelt story. He brought a smelt thirteen inches long, which weighed nine and three-quarters ounces. The average weight of smelt is three or four ounces. Twenty-eight of the smelt he brought home collectively weighed five and three-quarters pounds.

Rockland smelters are again doing business on the ice, having had to remove after the last rain storm.

Looking out of an office window at Bath, a girl saw a cake of ice floating down the Kennebec with a lone smelt shanty on a voyage; following came another ice cake carrying two shanties, and directly astern was another piece of ice floe carrying three smelt shanties.

Rockland people are advocating the idea of having a cold storage plant located there, as it would furnish employment for many people. More alewives and herring would be caught and handled and smoked locally and both fishermen and consumers get a better deal. Also smelts, scallops, and smoked fillets would be available.

the fishing industry of the Atlantic coast, and they found its haunts. For three years the market for the fish increased, and soon it was an important factor in the market. In 1882 it disappeared and no more tile fish were taken till 1892.

Then the story goes that a Norwegian bark sailed through ten or twelve miles of dead fish, at first reported dead cod fish. Another vessel under Capt. Ole Jorgenson reported having sailed through forty or fifty miles of dead fish. Latitude 40 and longitude 71 was reported as the area of dead fish. Then the *Bangor Brig*, Capt. Lawrence Coney reached port and reported having sailed through the dead fish, and Capt. Coney settled their identity as tile fish. Other reports followed and the Bureau of Fisheries estimated that over 1,400,000 fish had perished and the cause of death was attributed to a change in the Gulf Stream, and it was borne out by surveys, that a rush of cold water from the arctic had replaced an area of warm water, and the tile do not live in very cold water. Study of the Gulf Stream brought the estimate that the warm Gulf Stream would be back in its old site in 1892. It did so, and then the tile were found again, and in a few years became plentiful, and became a market commodity.

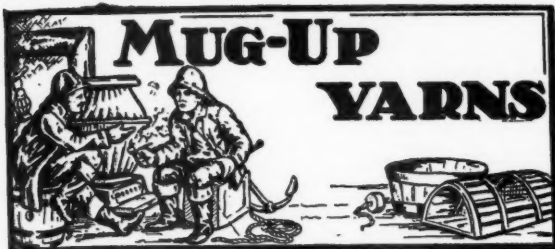
Maris Stella, a New Super Dragger

(Continued from Page 15)

The engine room is unusually well ventilated, as there are port holes instead of dead lights. The tanks are sheathed over, making a neat appearance. The cabin, also, is exceptionally well finished in sycamore, and the absence of a stove, replaced by steam radiators, add to its comfort. There are two bunks aft and twelve forward.

Hyde trawling gear has been installed throughout. The winch carries three hundred fathoms of $\frac{3}{8}$ inch wire. A Hyde steerer has also been put in. The V-D 7A nets will be used.

The fish hold, which has a capacity of about 225,000 pounds, and all carpenter work and gear installation was done at the Foley shop. Foley is local or New England agent for much of the gear and machinery used, including the Atlas engines, Hyde equipment, wire and tanks. His contract was general, covering the outfitting and supervision of the construction.



Wooden Ships

By Joseph C. Allen

(Told and sworn to as truth by an ancient Gloucesterman)

"DON'T talk to me 'bout your fancy boats
Fer seinin' er fer 'bankin'.
With ther sawed-off masts and ther dory bows,
And ther steam-bent box-board plankin'.
Fer I like 'em the way they used ter be,
Built to carry sail and to stand the sea,
When ther lofty sticks of the hard-pine tree
Couln't start 'em, with ther yankin'."

Now thar wuz the schooner Pauline Maid,
Thet wuz built by old man Foster.
She'd fished fer years on the off-shore banks
Till a square-head darned nigh lost her.
And her birthdays numbered jest fifty-two,
When they fitted her out the best they knew,
And me and the rest of her Yankee crew,
We painted her out of Gloucester.

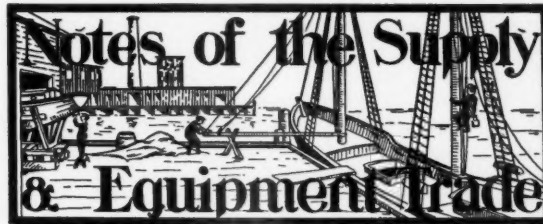
We set our nets fer a week er two,
Then started her north a-hakin'.
And every time thet we hit a sea
We swore thet her bones wuz shakin'.
And the crew they called her a louzy wreck,
Fer they said: "We'll fall through her rotten deck,
Er she'll take us under some night, by Heck,
To the sleep thet has no wakin'!"

Then one dark night we wuz runnin' in
To the Isle of Shoals, to anchor.
We run her out on a ledge thet's been
The grave of many a banker.
And the crew they sez: "Waal, she brought us here,
When thar waant no sea and the land is near,
And thar isn't an earthly thing to fear,
So, by Gosh, we ought to thank her!"

But we waited thar fer the risin' tide,
(We hed struck just about at seven)
And she rolled and pounded amongst the rocks
Like the opposite of Heaven,
Till the tide come up and she floated free,
But she wasn't leakin' a drop, you see,
So we carried an anchor out to sea,
And we hauled her off at 'leven!

The boys quit a-growlin' after that,
Fer they loved that schooner greatly.
Jest the way that the old-time sailor men
Loved ther sailin'-clippers, stately.
And they called her the good ship "Ironside"
Fer they swore thet her hull wuz petrified,
And she never leaked, but she felt ther pride
And handled herself sedately.

This happened some twenty-odd years ago,
But that vessel still is alee.
Fer her hull is sound and her bottom smooth
Ez a house-wife's kitchen table.
And you'll see her showin' a streak of red,
With a cloud of canvas overhead,
While white foam buries her lee cat-head,
Ez she cruises off Cape Sable.



New Crandall Railways

AT St. Anthony, Newfoundland, one of the northernmost ports of that country, The Crandall Engineering Company of Boston, built, this past year, a 500 ton railway dry dock for the Grenfell Association. This is to be used to maintain and repair their fleet of supply and relief ships which are sent to their outlying hospitals, schools, and relief stations located in various parts of Newfoundland and Labrador.

Construction was started June 15th and completed in 91



The Strathcona II, a Grenfell craft, on the new St. Anthony, Nfld., railway.

work days through very adverse working conditions. As no dredging equipment is available, the necessary excavation was done with a Sauerman Drag Line operated from a mast on the shore to a well anchored scow outshore. The underwater track is of the three tier construction resting on spread footings of timber and concrete. The cradle is of wooden construction having a length of 120 feet over the keel blocks and a width of 40 feet over the cross beams. There are 16 bilge blocks operated by hand winches from the docking platform. The cradle is hauled by one wrought iron marine railway chain operated by a Crandall steam driven railway dry dock hoist.

Construction has been started on a 500 ton Crandall Railway Dry Dock for the Wilmington Boat Works Inc., Wilmington, California. This dry dock forms a second unit in this yard's repair facilities, having completed this past year a 100 ton yacht railway with a turntable.

The cradle of this new dry dock will have a length of 120 ft. over the keel blocks and a clear width of 34 ft. and will haul its full-rated load in about 20 minutes from the time the vessel is grounded on the blocks. The Crandall Engineering Company of Boston are the designers and builders.

Then here's hats off to the old-time men,
By their own good works exalted.
Who turned out crafts like the Pauline Maid.
Where ship-designin' halted.
So give me a schooner, not spoon billed,
That needs her ile and her gas-tanks filled;
A tops'l schooner, of clipper build,
With her timbers damned well salted!"

Names are substituted, but places are not.

The Lamentations of Cap'n Josh

By Joseph C. Allen

Letter V

Josh Thwarted an Elopement,
But He Was Only Following Matildy's Instructions with Usual Trouble.

EDITOR of the Vineyard Gazette:

It wuz one of them devilish seed catalogues thet wuz ter blame fer the hull bizness. Thar oughter be a law agin em, leastways thar oughter be a law agin the picturs anyhow. I hev jest been through a harrer in and expensive experience jest on account of one sich cussed thing and I swar I bleeve I could collect damages from them folks.

Every year when we begin preparin fer spring, Matildy and me, we git a seed book and we pick out the flowers and vegetables we want and send fer em. We like ter plant new seed and we figger thet we git better crops by sending ter the big companies fer em.

Now thar haint no harm in that, none at all, but ez you know, them books is full of pictures of all kinds of growin things and I haint never seen nothin like em in real life, onless mebbe twuz in the Chinees emperor's garden and thar waant no beets that filled a wheel barrow thar, ner no string beans two foot long neither. But twaant nothin like that thet fouled us up fer we haint quite darned fools enough ter try ter raise no sich stuff. Twuz an altogether different kind of a thing and simple, so simple thet nobody under heaven would expect it ter bring eny devilment.

We hed got our garden under way ez fur ez the season allowed, but thar wuz still a few little things, late stuff mostly, thet we hednt decided on. Thets how twuz thet Matildy wuz overhaulin a big brand new seed book.

It wuz evenin and we both felt pretty caam and contented. I hed brought home the fust mess of tauhaug of the season and I hed et nine plates of chowder and haaf a canned huckleberry pie. Sich a supper is bound ter make a man fergit his worriments, if he's got any, and, ez I say, I wuz in a mighty good-nattered frame of mind.

Every once in a while Matildy would hail me from her side of the settin-room table and I'd haul my face outer the Gazette ter look at a pictur in that book. Peas ez big ez marbles, and roses the size of a cabbage, oh, all kinds of onnateral things, but fine ter look at.

Dreckly she looked up and sez she: "I kinder wish thet we hed somethin like this here; I dont callate twould cost much fer you could handle the job and twould make the place look a hull lot better." And she held up a pictur.

Twuz a sort of a arch-way, like you see on every hill outside of Yokohama, only twuz ornamented ruther more and hed a vine runnin over it. Underneath wuz a concrete walk a-runnin along to a house. A might pretty pictur and I didn't blame Matildy ner nobody else fer bein attracted by it.

"Don't you spose thet you could rig up our front yard like that?" she sez. "Even if you didn't put in but short spells onter it, it wouldn't take long."

She talked moderate like that becuz she knowed darned well that I'm thunderin busy with my fishin, but she kinder coaxed too, fer she knows my weak piints. I didnt say nothin fer a spell, jest took the book and studded it and figgered.

Its jest about ten fathom from the gate ter the porch, the way the path runs and I knowed twould look better if twuz curved. That meant considerable diggin and wheelin of rocks and so on. The Japanese arch didnt bother me none, fer I knowed I could knock it tergether in the woodshed some stormy day.

"I'll tell ye," sy, "I kin probably do it, but you've got ter make up yer mind ter hev the yard ripped up fer quite a spell. Tha'll be mud tracked in ter the house and likelys not some darn fool will fall inter the ditch and bust a laig. The cost haint a-goin ter break us ner nothin like that, but hevin things all tore up will mebbe drive us both crazy fore tis done. What do you say?" And Matildy she patted me on my bald spot ez tickled ez a kid with a red waggin and the matter wuz settled.

I haint a-goin inter no details bout the diggin. I worked at it whenever I hed a chance, puttin in a three foot trench, bout twenty inches deep same ez I wuz told ter do by the cement folks, and I got her all done without nothin happenin at all. Course some dirt got tracked aboard jest ez I hed figgered, but the job went purty smooth.

When I started on the cement, though, I found I'd hev ter do it in sections and trouble begun simultaneous.

I filled the hole three-quarters full of rocks fust. Then I took the end nighest the gate and I begun ter lay in bout ten foot er so of cement. It wuz a devilish job!

I hed a bulkhead up ter hold it, but I thought I'd never git the cracks and chinks filled up and when that wuz done then I worked fer two hours smoothin of her over. Finally I callated she'd do and twuz dark anyhow, so I quit.

Jest after supper I heard some kind of a funny squawk out in the yard and dreckly Samantha

Athearn's gal Susie come in. "I mistrust I stepped inter somethin out thar," she sez, "but I donno what."

I took jest one look at her feet. "Good Lord, good Lord!" I groaned. Them three-inch heels of hern wuz all cement! Come ter find, she hed walked the hull length of that fresh concrete settlin clean ter the guardrails at every step. I went out and tried ter repair damages, but twuz so dark thet I hed ter give it up. I patched her up the next mornin but I callate the marks will allus show.

That experience sort of made me nervous and the next section I laid down I built a fence haaf-way round it sos folks wouldnt walk thar, and I knocked off feeling pretty well satisfied.

That evenin, jest fore twuz time ter turn in, I heard a dog barkin in the yard and I knowed he wuz after a cat. Thinks I: "Them cussed critters is liable ter sail right acrost them early pease and raise the devil with em. I'd better put a stop to it!" So I took down the old muzzle-loader loaded with rock salt, thet I keep ready on hand at this time of year and I slid outer the back door and inter the garden.

I see em run but they went back of the house and I hustled round the other way ter hed em off and git in a shot. I didnt want ter hurt em, but I wanted ter scare em away and I hustled some, clean fergittin that ditch full of rocks that-laid right athwart my course.

Course you know what happened. I wuz running and lookin way ahead of me and the fust thing I knowed I went down, stumbled and pitchpoled right inter them stones. Both barrels of that gun went off and she kicked me right on the side of my face somethin cussed. I heard a yell from erost the street and then I guess I sorter faded out fer a minute.

Waal, I finally crawled inter the house and I wuz pretty well stove up. My hull broadside wuz bruised up and I



wuz shook up all over, but my face wuz the wust. It wuz cut and scraped besides which I hed a black eye thet beat anything of the kind I ever see and I've seen quite a considerable lot on em.

Waal, sir, whilst me and Matildy wuz doctorin up my injuries, over come Peleg Fisher from crost the road, and he wuz jest about the maddest man you ever see. Called me a pirate and merderer and swore he wuz goin to hev me jailed.

"You shot Jim Smith!" sezze, "him thet comes ter see my daughter Abbie, and he's hurt bad, too! I'll hev the law enter you, you cussed, old, bloodthirsty critter!"

Sez I: "Don't be a darned fool, that gun wuz loaded with salt. Where is Jim hurt anyhow?"

"I mistrust his laig is broke and I donno what else," he howled, "you'll git whats a-comin ter you dont you worry!"

"But, how, fer Godfrey sake could I break his laig with a charge of salt?" sez I, fer I wuz beginning ter fergit my own injuries, things begun ter appear serious.

"He done that when he fell offen the ladder!" yells Pég, and then he stopped sudden ez if he hed sed too much.

Then I got riled. I hed stood a good deal in pashunse but I mistrusted crooked work and I couldnt keep caam no longer.

"What the devil wuz he doin on a ladder," sy, "and how did I hev anything ter do with it? You spin yer yarn, you sculpin er I'll onjint you right here! Trying ter work some cussed South Sea caper on me, haint you? Now talk, blast yore soul, talk!"

And he did talk. It wuz so funny thet I hed ter laff, and me so mad I could have slaughtered him on the spot, besides achin all over like a tooth.

Seem ez if Peleg and his wife hed been a-tryin ter git Abbie merried off fer a good while, but they hednt hed no kinder luck. Then Jim got ter comin round the house and Peleg hed hinted round tell he got Abbie ter thinkin bout elopin. She wuz crazy ter git merried, bein pretty nigh the age when females give up all hope, and she planned it all out with Jim.

Nary one on em hed any idea thet Peleg wuz helpin on em. They thought twuz jest good luck when he fixed a winder shutter and left his ladder leanin agin the house, and all the time thet Jim wuz prowlin round that night, signallin ter Abbie and waitin fer it ter git late sos the old folks would be asleep, Peleg and his wife wuz standin in the dark in the front entry, watchin him, tickled almost ter deth.

And then, when Jim went aloft ter help Abbie down, "bang!" went that gun of mine. Jim thought twuz Peleg takin a shot at him and it scared him so thet he let go all holds and come down by the run. Peleg almost cried when he told me bout it, "Fer", sezze, "chances air its ruined everything!"

Waal, sir, that wuz pretty nigh calamity enough fer one night and fer one cement walk, too. Crippled ez I wuz I couldn't go ahead with it, ner much ez I want ter please Matildy I couldn't scare up nerve enough ter go on with it when I got refitted. So I callated I'd hire some feller ter complete the job and thats what I done.

Taint so bad. The Japanese arch looks good and the vines is a-growin enter it. The walk itself is good and solid and taint a-goin ter crack. To be sure, you kin see where Susie's French heels stove it in and thars a spot where Bill Dudley's dog laid down on it ter hev a nap, besides a lot of cat tracks. Still, she's a good walk and she sets the place off purty well.

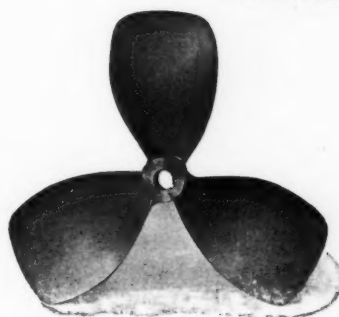
But I still claim thet she dont look nothin like the pictur, ner never will. And I dont bleeve thet nobody kin raise er bild anything thet looks like them picturs neither. Whilst I like the thing and I'm glad I started it I still think thet my sufferins wuz my own fault and thet I wuz a darned fool ter try ter do sich a job. Hopin you air the same.

Captain Josh.

P. S. I fergot ter say that Abbie and Jim got spliced that same night thet he got hurt. I mistrust thet he waant hully conscious when twuz done, but I callate twill stand law. Some crafts is jest natterly bilt ter be wrecked.

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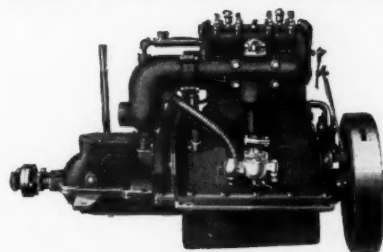
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Gloucester Gleanings

(Continued from Page 12)

manded by Capt. Chris Christensen, who is the principal owner, was picked up and towed to the Boston Fish Pier after a struggle against a heavy gale and turbulent sea. The dragger was weighted down by a heavy coating of ice, which shrouded the hull and clung to the rigging and fittings. After drifting for eight hours, the steam trawler *Kingfisher*, Capt. J. J. Carroll, happened along and noting the plight of the dragger immediately ran down to render assistance. Three attempts were made in the heavy sea before a line from the *Kingfisher* was finally made fast to the *Killigrew* and she started for Boston with her tow. The towing hawser parted that night but the *Kingfisher* stood by and after five attempts at last bore a line to the disabled craft and again started for Boston. Again the line parted while crossing the bay and after two ineffectual attempts to pick the *Killigrew* up, she was finally secured again and brought in without further mishap.

Catching her drag in an iron hull, submerged off the Isle of Shoals ledge, the local flounder dragger *St. Providenza II*, Capt. Nick Giamanco, lost her drag and doors. It is thought that the drag caught in the steel hull of some sunken craft, because a piece of steel about three feet long and two feet wide curved in shape, was visible in the drag before the outfit let go and was lost.

Declaring that the allegations set forth in six libels which were filed in the United States District Court several months ago by administratrices against the Italian steamship *Presidente Wilson*, for damages for the death of six of the crew of the Gloucester fishing schooner *Avalon*, who were drowned October 29, 1927, when the steamship struck and sunk the *Avalon*, are clearly good in substance.

Federal Judge James M. Morton in holding to that opinion has overruled the exceptions to each of the libels. Judge Morton in an opinion overruling the exceptions said:

"The libels are clearly good in substance. Where the law of both countries to which the colliding ships belong, as well as most other maritime nations allows recovery for wrongful death on the high seas, there is no good reason for not recognizing it as the general maritime law applying to the accident.

"Formal objections to the libels are made upon the ground that the foreign law is not categorically set forth; but in my opinion the allegations are sufficient as they stand.

"The exceptions to each of the libels are all and severally overruled."

The libels were filed against the Italian steamship to recover damages for death, by Richard L. Morey, Gloucester, administrator of the estate of James Jameson, who was a fisherman on the *Avalon*, John R. White, Gloucester, administrator of the estate of Charles White; Wilma B. Vogler, Gloucester, administratrix, wife of Edmund F. Vogler, captain of the ill-fated *Avalon*, Gloucester, Bernice M. Vogler, Gloucester, daughter to Jabish Vogler, Gloucester, Elizabeth M. Horton, administratrix of the estate of Everett A. Horton, Gloucester, she being his wife; Mildred M. Calder, formerly of Gloucester, but now of Providence, R. I., wife of Frank N. Calder and administratrix of his estate.

It could not be learned whether or not the New York counsel for the Italian steamship would take an appeal from Judge Morton's ruling. If no appeal is taken it is believed that an early date will be asked for a hearing on the various libels.

Nearly every gill netter out of this port suffered damage at the hands of unknown trawlers from Provincetown way Jan. 27, it is said, for when they arrived to haul their nets, buoys had disappeared and nets were sunk. Not only the gill netters, but flounder fishermen themselves, reported that in some instances attempts had been made to tamper with their gear.

Returning late to port Jan. 27, several of the netters were forced to leave behind considerable of their nets, having been unable to locate them by grappling.

Some of the skippers held an indignation meeting and are considering a reward of \$500 for information that will lead to the arrest of the guilty ones.

Federal Judge Elisha H. Brewster on February 27 handed down an opinion in the U. S. District court limiting the liability of the owners of the *Commonwealth*, from whom damages of \$195,000 were sought for the deaths of seven members of the crew after an explosion resulting in the loss of the vessel and part of the crew's lives.

The opinion states that in 1919 the petitioners in order to

reduce fire hazard as well as to eliminate the injurious effects of gasoline fumes installed a crude oil engine at a cost of \$25,000, which was supplied with approved gasoline containers known as safety cans. The opinion further states that in 1924 a lighting plant was installed on the schooner at the request of the crew, and was paid out of their share of the catch.

The schooner, according to Judge Brewster, was in charge of an experienced master, and was fully outfitted with appliances for extinguishing fires, giving distress signals and otherwise meeting the emergencies that might reasonably be contemplated on the seas.

The owners' duty according to Judge Brewster, "did not require them to provide a vessel of fireproof construction or to adopt all the latest appliances or the best safety devices. The equipment and appliances need only be what is reasonably safe for their purposes."

The buckets used in an attempt to extinguish the flames were, in the opinion of the court, inadequate, the hoisting pump could not be used because the batteries and boosting coil were located in the engine room and the fire extinguishers could not be used, as they also were located in the engine room.

Judge Brewster also finds that there is nothing to indicate that the master of the vessel did less than was ordinarily done on vessels of this class.

"The claimants," the Court said, "complain that the master did not do more, but failed to adopt precautionary measures not reasonably to be expected on fishing vessels, which could hardly be said to be actionable negligence."

Judge Brewster said "the claimants have entirely failed to prove that the fire was due to any defective condition of the machinery or equipment on vessel. The engineer did not survive, and it will never be known exactly what happened, but it is clear that if the fire started by the ignition of gasoline vapors it is a fair inference of fact that the engineer was drawing or pouring gasoline while some of the engines were going. There was no necessity for this, and he under the circumstances must be held accountable for creating the dangerous situation.

"In any event, it was a situation for which the owners could not be held responsible. The situation could not be said to be inherently dangerous if the engineer or the person in charge of the engine room used a reasonable degree of care. The burden of showing negligence rests upon the claimants, even in proceedings brought to limit liability.

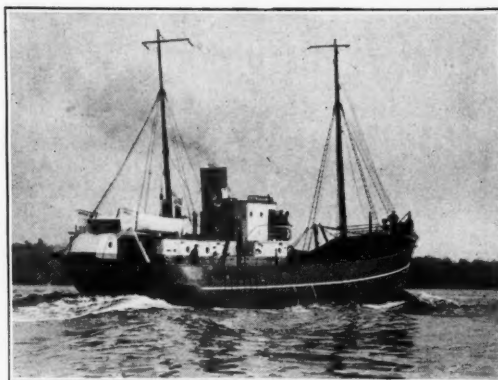
Long Island Items

(Continued from Page 31)

by had a difficult task extinguishing the blaze on dock and pipe lines before it reached five full storage tanks close by. Damage was estimated at about \$200,000.

Estimates on the cost of removing the hulks of old vessels, and parts of vessels, at Northport, have been asked for by the War Department. Town Supervisor Hawkins is anxious to make a Mr. George H. Huntley, owner of several barges, remove them as obstructions to navigation. Northport at present looks like a public dump for old vessels and is a sore spot to every citizen of that town as well as visitors. The Ditch Plains Coast Guard crew helped salvage Capt. Joe Clark's boat which was said to be sinking in Great Pond at Montauk.

A signal device, to warn of conditions in Fire Island Inlet, has been erected at Oak Island, directly across from Brightwaters, L. I., by the U. S. Coast Guard Service. A red swallowtail flag will fly from the top of a fifty foot mast in clear weather, whenever passage through the inlet is dangerous. The red flag fluttering on the Coast Guard lookout tower at Oak Island, will warn boatmen that conditions are dangerous and that they had better not try to pass in or out of the bay through the channel. The signal is visible in all directions. During foggy weather, when the flag cannot be seen, a bell will be rung every five minutes to warn boatmen that it is unsafe to go through the inlet. A red light will serve the same purpose, according to Commander C. J. Sullivan of the Coast Guard Service.



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MILLS—New Bedford, Mass.

Boston offices
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Mutterings of the Mastheadman

(Continued from Page 20)

THE Mastheadman notes some comments on the French Grand Bank fishery by the representative of a Halifax firm which acts as agents for French vessels working on this side of the Atlantic. It was stated that French vessels last year produced 800,000 quintals of partly cured cod fish. This would be about the

equivalent of 600,000 quintals if dried to the extent of the Lunenburg cure, and is over double the Lunenburg catch of recent years.

It was caught by nearly a hundred sail of vessels and forty-one beam trawlers, some of which are

of 1200 tons measure, the largest in the world. A description of these trawler ships was published in the "Fisherman's Magazine" last year. There will probably be more trawlers from France on Grand Bank and fewer sailing craft in 1929, because the latter are not doing so well. The fact that they are unable to take bait in Canadian or Newfoundland ports is forcing operators to give up old methods for trawling.

The French catch is marketed along the Mediterranean coast of the country, in her colonies, and in Spain, Italy and Greece. Spain, however, is endeavoring to establish a cod fishery of her own, and is subsidizing efforts in this direction by a high tariff. The first of the new Spanish fleet is manned by half French and half Spanish crews.

The French Grand Bank Catch

SHIPMATE RANGES

Made to burn all kinds of fuel including gas and oil

There are bright men among the users of SHIPMATE Ranges as is shown by their voluntary expressions of regard for the ranges. It would be hard to say anything better than the latest which we quote:

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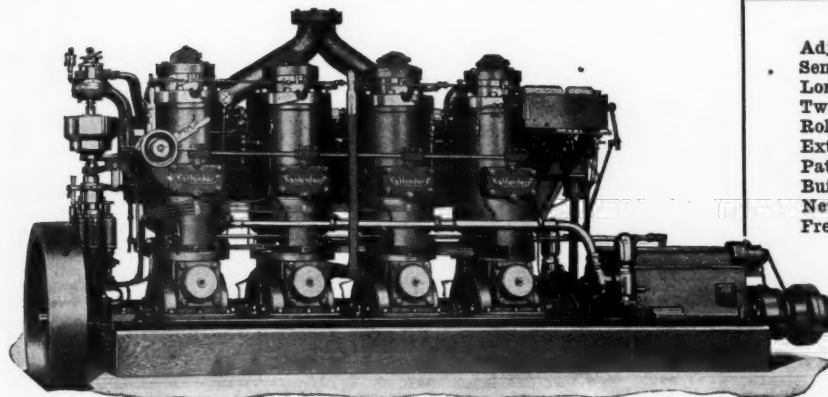
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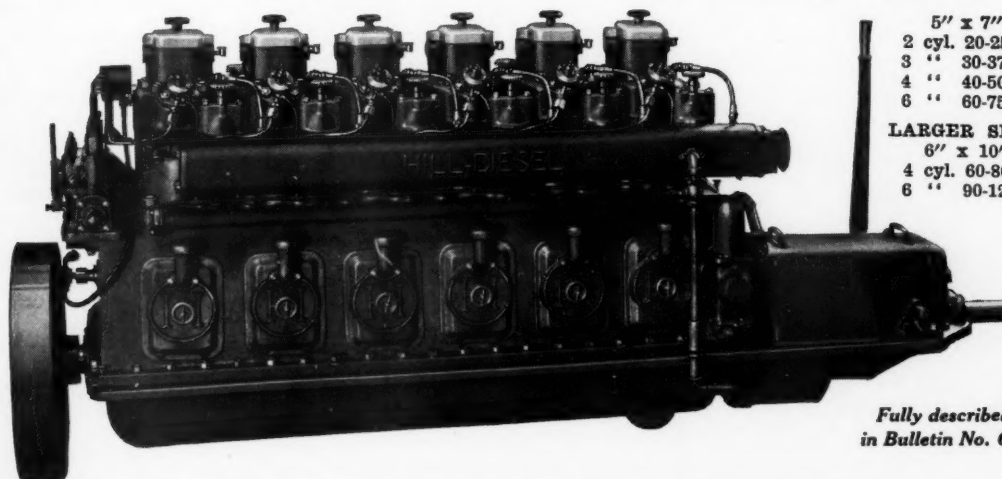
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5" x 7"
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Fig. 70

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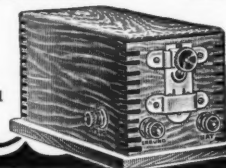
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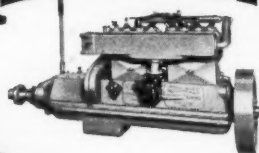
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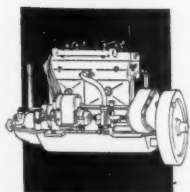
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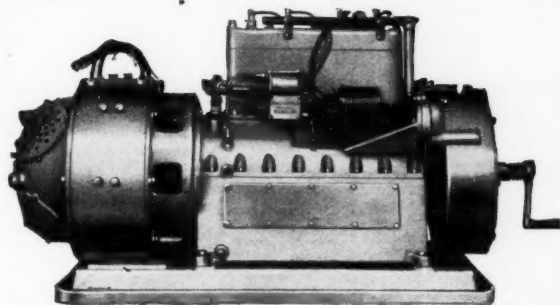
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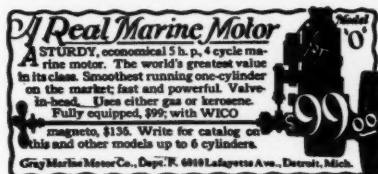
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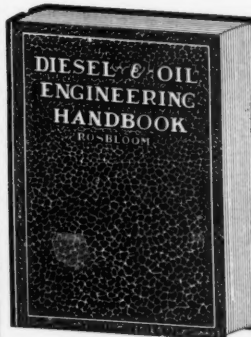
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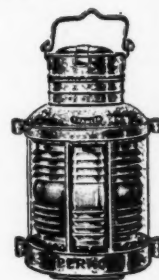
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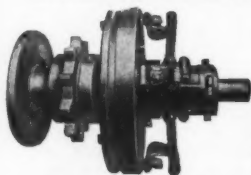
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